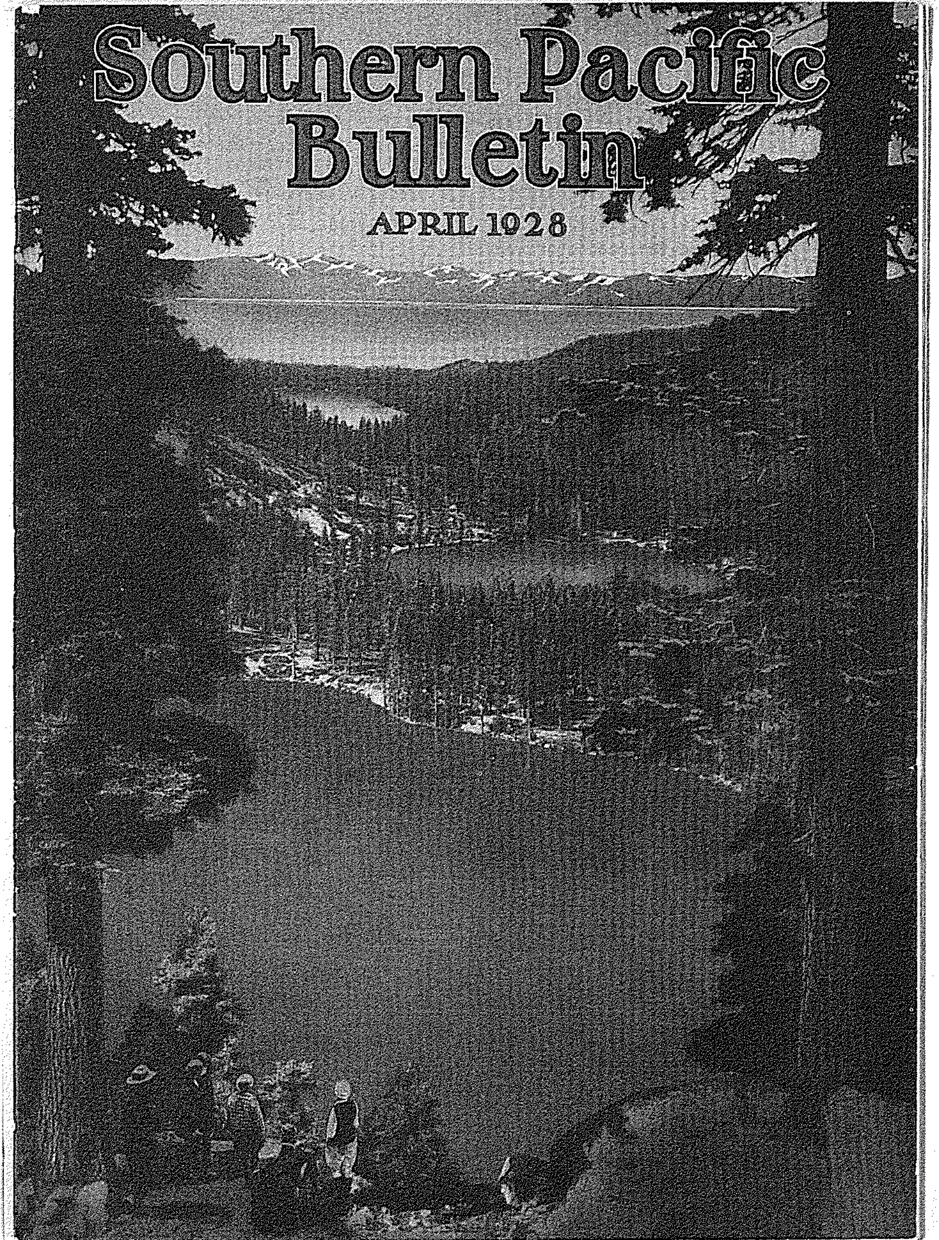
Southern Pacific Bulletin

APRIL 1928



Southern Pacific Bulletin
F. Q. TREDWAY, Editor

Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employes. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Calif. Manuscripts and photographs will be returned if requested.

VOL. XVI APRIL, 1928 NO. 4

Varied Stock and Good Value!

THE season of summer travel bargains is at hand—coincident with the period when the average American takes his vacation "going places and seeing things."

We, of Southern Pacific, are well situated when it comes to dealing with the travel shopper. We have a first class stock of goods on our shelves, neither shopworn nor antiquated, always new and ever changing. We can give full value for the money received. Our sales efforts are backed up with adequate and efficient advertising (see our full page ads in the Saturday Evening Post and other national periodicals). And our stock has variety.

Does the prospective traveler wish mountain scenery? Here is our Overland Route, over the crest of the Sierra following the trail of the Forty Niners, and connecting with the magnificent Tioga Pass highway route into the Yosemite. Or perhaps mountain lakes are wanted. We have Tahoe, shown on our front cover, magnificent, yet lovely, and surrounded by mountain peaks. Or Crater Lake, mysterious and strangely hued. And if the traveler prefers the seashore we have the beaches, those near great cities where the varied attractions of a metropolis may be enjoyed, or more isolated spots where retreat can be found from crowds and the hustle and bustle of everyday life and earning a living. We can suit every variety of taste or inclination.

It is a characteristic of our western country that the traveler is not content with one visit but wishes to come again. Let's give these summer travelers such service that when they come again they will, as a matter of course, travel Southern Pacific.

Small and Big Figures

THE railroad industry is so large that we are used to discussing it with big figures. We speak of millions and billions of dollars. But there are a lot of small figures in the railroad business that mean a great deal.

For instance take the figure 30.4 which is the average daily mileage per freight car in 1927. This mileage was 26 per cent greater than in 1921. In computing this figure, it must be kept in mind that account is taken of all freight cars in service whether in transit, in process of being loaded or unloaded, undergoing or awaiting repairs and also cars on side tracks for which no load is immediately available.

This figure 30.4 compared with the 26 per cent smaller figure for 1921 means that the railroad freight service of this country has been greatly expedited in six years.

Every consumer of both perishable and non-perishable merchandise is a beneficiary to this fast freight service, as are shippers and wholesale and retail distributors. This expedited service, with freight trains operating under schedule requirements comparable to passenger service, has done more to reduce inventories in merchandise and to lower the carrying charges of wholesalers and retailers than any other business development in many years.

It is impossible in terms of dollars to estimate the advantage the general public has gained through this development in railroad service. But there can be no question that the value has been great and it is to be hoped that the public will appreciate what the railroads have done and are doing to meet the requirements of modern business.

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The Sad Case of Jimmy Higgins

JAMES HIGGINS was a traveler over Southern Pacific Lines to Los Angeles in March, and he thoroughly enjoyed his trip.

Who is James Higgins? Well he's probably better known as Jimmy, and he is a 11-year-old Irish boy who came all the way from Killeen, Glanada, Ireland, by himself to make his home in Southern California.

His journey was arranged by our representatives in the "ould country," and he was met at New York by representatives of our New York office. He was well looked after on his way west. If you think Southern Pacific conductors, brakemen, engineers, stationmasters and so on don't know what small boys are interested in, just ask Jimmy Higgins.

The sad thing about Jimmy's case is that before coming to America he had never seen a train, nor a locomotive. When you look back over your own youth and remember the thrills you got when you went down to the station to see the local come in or to see the Limited roar by, you can sympathize with Jimmy.

However, you may be sure he made up for lost time on his way to California.

Safety the Better Way

By W. C. Amelon

Conductor, New Mexico Division

SAFETY is the Rock of Gibraltar in the daily performance of railway workers. In order that proper protection of life and property entrusted to our care can be given, it is incumbent upon every man and woman employed by the railways to know that "Safety First" is not an idle phrase, but the Trade Mark, and therefore the first requirements in discharging his or her duties.

There is today a general public desire to laud reckless achievements, at the same time an undercurrent of desire to make the world safer and saner. In order to meet this latter desire, we, the railway workers of America, cannot become a party to or subscribe to the former. Leave the desire for adventure to those who crave notoriety. Ingenuity, Sobriety, and Systematized cooperation are the three words that spell Saftey First.

Let our slogan be, always: "Better Safe Than Sorry."

"We must cultivate the social tact, the gentleness, the adroitness, the firmness necessary to carry out our own designs without thwarting those of others."—David Starr Jordan.

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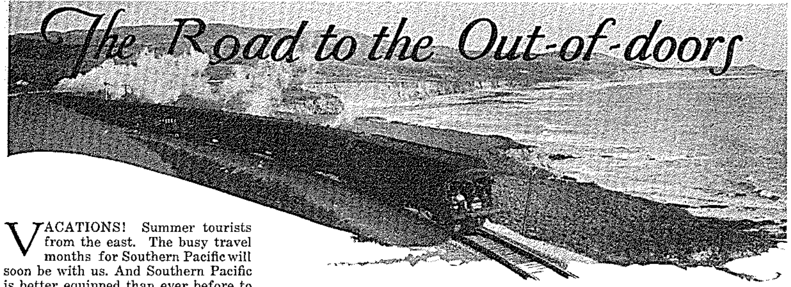
The Road to the Out-of-doors



The famous Daylight Limited skirts the beautiful shore line of the Pacific Ocean for 113 miles on its twelve-hour run between Los Angeles and San Francisco

VACATIONS! Summer tourists from the east. The busy travel months for Southern Pacific will soon be with us. And Southern Pacific is better equipped than ever before to serve the 1928 summer traveler.

Every employe can help make this vacation season a successful one for Southern Pacific by telling his friends and neighbors of the advantage of travel by train—of the low summer excursion fares and fine comfortable trains which save many vacation hours.

As a part of the task of securing a large portion of this travel for Southern Pacific Lines, the Passenger Traffic Department is conducting an extensive advertising campaign. Posters, booklets, and newspaper and magazine advertisements, designed to reinforce the efforts of solicitation forces, are being issued and broadcast throughout the nation.

Summer excursion fares to the east will become effective May 22 from all points on Pacific Coast and the Southwest. Excursion fares from the eastern territory to the West will go on sale May 15.

Fine, Fast Trains

Southern Pacific offers the transcontinental traveler even finer and faster trains than ever before. New equipment of latest design has been placed in service, and running time of leading trains of Sunset, Golden State and Overland Routes has been reduced.

By using Southern Pacific Lines the traveler has a greater choice of routes and trains than afforded by any other railroad. He can go east, or come west, via one route, return another and see the whole Pacific Coast at minimum expense. This appeal, which is exclusive to Southern Pacific, is being capitalized in virtually all advertising material published by the company.

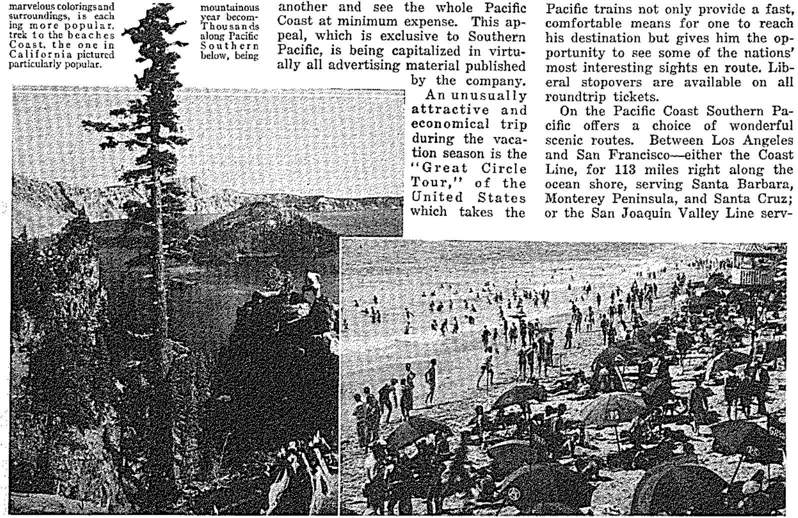
An unusually attractive and economical trip during the vacation season is the "Great Circle Tour," of the United States which takes the traveler around the rim of the country embracing two oceans and two foreign countries. This trip may be had for but little more than the regular summer roundtrip fare between Pacific and Atlantic Coast points. It has truly been called the "Greatest Summer Travel Bargain."

Local summer vacation fares to California resorts and the "Evergreen Playground" of the Pacific Northwest will go on sale April 27 for the summer season. This region offers a wide variety of attractions, for along Southern Pacific Lines on the Pacific Coast are countless mountain and seashore resorts which can be equalled nowhere.

Liberal Stopovers

For the summer traveler Southern Pacific trains not only provide a fast, comfortable means for one to reach his destination but gives him the opportunity to see some of the nations' most interesting sights en route. Liberal stopovers are available on all roundtrip tickets.

On the Pacific Coast Southern Pacific offers a choice of wonderful scenic routes. Between Los Angeles and San Francisco—either the Coast Line, for 113 miles right along the ocean shore, serving Santa Barbara, Monterey Peninsula, and Santa Cruz; or the San Joaquin Valley Line serv-



Whether the vacationists seek the mountains or the seashore for their recreation, Southern Pacific's lines will take them all the way. Crater Lake (below), with its marvelous colorings and mountainous surroundings, is each year becoming more popular. Thousands trek to the beaches along Pacific Coast, the one in Southern California pictured below, being particularly popular.

ing Sequoia, General Grant and Yosemite National Parks.

On the Shasta Route between San Francisco and the Pacific Northwest—either the spectacular new Cascade Line through a vast virgin wilderness dotted with mountain lakes; or the Siskiyou Line through western Oregon following the valleys of the Sacramento, Klamath, Rogue, Umpqua and Willamette rivers. Both of these lines serve Crater Lake and from both glorious Mt. Shasta is in view from the car window for several hours.

Douglas Employes Are Heroes In Big Hotel Fire

By R. J. Manguno

Bulletin Correspondent, El Paso

Several Southern Pacific employes were praised for the courage displayed in rescuing patrons of the Gadsen Hotel of Douglas, which burned at about 5 a.m., on February 8. The Douglas Daily Dispatch of that date has this to say of them:

"Also, there were two switchmen on the night crew in the Southern Pacific yards who had a share in the discovery of the fire and it would appear that E. J. Gilmet and T. L. Creswick, the switchmen, were the first to start the work of rescuing the hotel guests from danger of death in the flames. Gilmet was with his crew at the yards only a few rods away, when he discovered what seemed to be flames, his attention being directed to it by the colored man who works as swamper and dishwasher at the Miller Cafe. Telling the colored man to sound an alarm, Gilmet ran to the upper floors of the hotel and started alarming the roomers, breaking in doors where he could not otherwise alarm them and finally carrying out one or two of the women.

"Among others of the men who were working Monday night or who arrived soon after the fire alarm were: Roy Brown, H. W. Lynn and M. Gann, enginemen in the railroad yards. They assisted their fellow workmen and the police in getting the guests all out of the burning building."

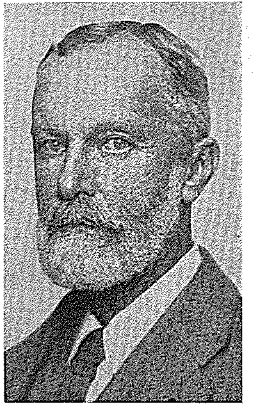
Shopman's Daughter May Be Protege of Famous Singer

A brilliant career as a vocalist seems to be in the offing for Miss Eleanor Virginia Coryell, sixteen year old daughter of Chas. Coryell, carman at West Alameda shops.

While in San Francisco on a recent concert tour, Madam Schumann-Heinck was attracted to the voice of the young lady when she sang at the wedding of the famous diva's daughter at Notre Dame Chapel in that city. Madam Heinck was enthusiastic ever the possibilities in Miss Coryell's voice and is planning to take her to Europe during the summer for several months' study in music and voice culture.

Millions to Be Spent for New Facilities

ANNOUNCEMENT of new capital expenditures on the part of Southern Pacific to increase economy of operation, open up additional producing territory and provide adequate service to the public were announced March 20 by H. W. de Forest, chairman of the Board of Directors, following his return to New York after a tour of inspection of the company's lines. The statement of the chairman is as follows:



HENRY W. de FOREST

"During the last three years the Southern Pacific Lines have made large capital expenditures for the construction of new lines, double tracking, new equipment, and miscellaneous additions and betterments, insuring greater economy of operation and the opening up of additional producing territory. The result of these expenditures was not reflected in the earnings for 1925 and 1926, and only partially in 1927. The construction work, new facilities and improvements under way on the Southern Pacific Lines on January 1, 1928, called for an expenditure of about $11,000,000. Other additions and betterments, new construction and new equipment in part authorized since January 1, 1928, and in part still under consideration, may involve an additional expenditure of about $20,000,000.

Construction Work

"Included in the improvements already authorized or under consideration are: Completion of construction work in the Rio Grande Valley of Texas, relocation of the Globe Branch on account of construction of the Coolidge Dam in Arizona, standard gauging the Nevada, California & Oregon Railroad (a subsidiary company), extension of certain double track work, amplification of yards and freight terminal facilities in various cities, new and heavier ballasting, laying of heavier rails, the purchase of new equipment, and other miscellaneous additions and betterments."

While stopping in San Francisco for a short time during his recent tour Mr. de Forest made the following statement noting the improvements and extensions in facilities of the railroad in the San Francisco district and elsewhere:

"The substantial and constant advance in San Francisco and its neighboring territory must be a source of gratification to the people of this section as it is to the Southern Pacific Company which counts San Francisco as its home city.

"I have spent the day noting these improvements and the increases in our facilities to keep step with the growth. Yes, as already has been published we have placed orders for a very considerable amount of new equipment, including locomotives, box cars, gondolas, and refrigerator cars for delivery during the current year, all in response to the prospective demands of the territory we serve.

Carrying Out Plans

"San Francisco and the Bay region has been materially interested in our constructive program of the last few years. After the Central Pacific suit, in which San Francisco and the other cities and towns along our lines so materially aided in bringing to a satisfactory conclusion, we went forward with our plans. The double track over the Sierra Nevada so essential to the movement of the perishable products of California has been completed and in operation now for more than a year and the service given speaks for itself and likewise the completion of the second route northward through Oregon via Klamath Falls and a junction with our Siskiyou main line at Eugene has been of marked service to the public. The "Cascade Limited" northward and the "San Francisco Overland Limited" eastbound with new equipment shortened schedules are representative of the progress made.

"The business outlook of the Pacific Coast appears equally good with that of other parts of the country. It is hardly to be expected that the continuous advance in the last few years in many lines should not be followed by some slowing down—a natural and healthy reaction.

"As in all other lines of business activities we have our problems such as increased labor costs, very greatly increased taxation, the competition of commercially operated motor vehicles for which free roadways are being furnished, and the competition of the Panama Canal. I hope the new Tax Commission appointed by Governor Young will examine carefully into the question of state expenditures as well as ways and means of raising revenue. This problem is serious with all railroads and how serious it is with us may be judged by the fact that our taxes increased from $4,300,000 on the western lines of our system in 1912 to a total of $17,408,000 in 1926.

"No, as already has been stated, the Southern Pacific Company is not interested in any franchise or any project or plan to construct a bridge across San Francisco Bay at any point. We are having made a preliminary investigation looking toward the possible substitution of a bridge across Carquinez Straits to replace the ferry boats now in use at that point but as yet no conclusion has been reached."

Special Courses of I. C. S. Are of Advantage to Employes

According to announcement of the International Correspondence Schools, they have now arranged special courses to fit the need of any student without compelling him to wade through lessons of any specified general course, that might not be of material use to him. This is a new departure and the I. C. S. is prepared to use its 2700 lesson units in making up these courses to fit special cases.

Many Southern Pacific employes are taking I. C. S. courses and this announcement consequently should be of interest to them and to others who wish to step along through correspondence instruction. They employ several hundred teachers in this work and each teacher must have had seven years' practical experience in the field in which he is teaching.

The I. C. S. courses are being used in many high schools and virtually all the colleges.

The I. C. S. has representatives in every district served by Pacific Lines. The San Francisco office is in the Humboldt Bank building.

"Travel Topics" Tells Public of S. P. Passenger Bargains

The Passenger Traffic Department at Los Angeles issued on March 1 an attractive four-page paper, "Southern Pacific Travel Topics," which carries information to the people of that territory concerning the features of passenger service the Company will offer during the season and directs particular attention to the bargain fares for vacations and excursionists.

A total of 300,000 were printed, of which 260,000 were distributed direct to homes in Los Angeles, 30,000 were mailed and the remaining number left for distribution from the various ticket offices.

Flood Takes S. P. Lives and Property

THE Southern Pacific organization in Southern California faced a major emergency on the morning of March 13 when the St. Francis dam, about 14 miles north of Saugus, gave way without warning and sent a raging torrent down the canyon and through the Santa Paula Valley to the sea, taking a toll of 275 lives with 200 more missing, and property damage estimated from $5,000,000 to $15,000,000.

The flood waters, estimated to have been a mile wide and twenty feet deep, struck the Southern Pacific Santa Paula branch line near Castaic, wiping out the section quarters there and drowning seventeen of the eighteen occupants.

C. Alvarado, section laborer, was the only survivor of this little railroad settlement, and he was so severely injured that it was necessary to send him to the General Hospital at San Francisco.

Those drowned included Section Foreman Juan Mora, his wife and four children; Laborer Jesus Alvarez, his wife and three children; Alvarado's wife and four children and Laborer Octaciano Neuvarres.

When the Bulletin went to press relief parties had located and identified twelve of the bodies and, in cooperation with the Mexican Consul and friends of these victims, Company officials arranged for funeral services and burial. Miss Brenner, school teacher at Castaic, helped greatly in identifying bodies of the children.

The flood waters swept through the valley with terrific force and so swiftly that scores of people had no chance to escape to higher ground.

About twenty miles of the Company's branch line that extended from Saugus to Montalvo was badly washed out. Many bridges, some of them steel structures on concrete piers, were swept away and in places all evidence of the railroad was obliterated.

Assistant General Manager T. H. Williams and Superintendent G. E. Gaylord hurried to the scene from Los Angeles as soon as the seriousness of the situation was reported. Within a few hours large crews of men and much material had been sent to the scene and reconstruction work was well under way.

Executive Vice President Paul Shoup promptly authorized the handling of relief supplies, of stricken people and of bodies without charge and District Freight Agent J. W. Donahue and District Passenger Agent G. C. Drake of Santa Barbara were sent to Santa Paula to work with relief organizations in this regard.

On the evening of March 13, or a little more than twelve hours after the disaster had occurred, temporary train service had been resumed from Montalvo, on the Coast Line, to Fillmore. This soon was extended to Piru. A bus of the Southern Pacific Motor Transport Company has been placed in operation from Montalvo to the Valley points as a temporary expedient until the full regular train service can be continued.

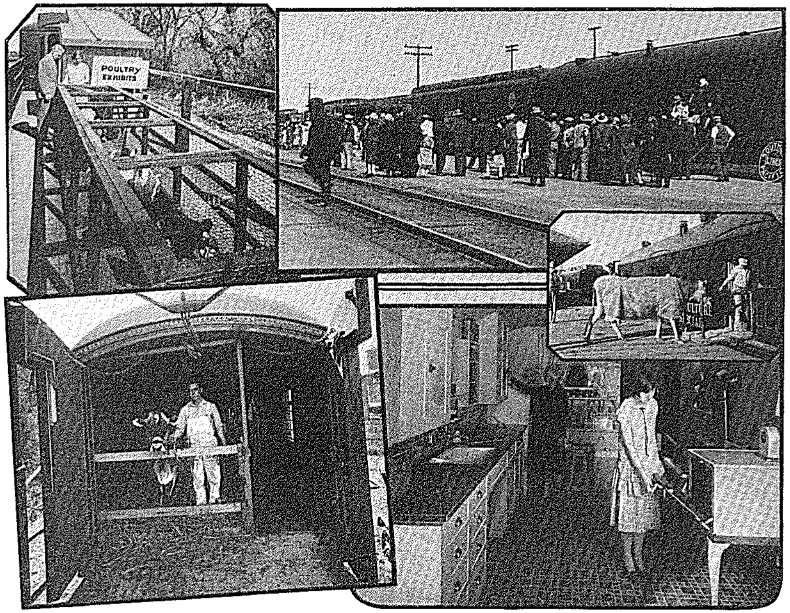
Heavy reconstruction work between Piru and Saugus made the work of extending service between these points much more difficult, but the task of rebuilding was carried forward as rapidly as possible. Total damage to Southern Pacific property in the valley was estimated to be in the neighborhood of a quarter of a million dollars.

Traveling Son of Erin

Traveling alone from his native sod in Ireland, eleven-year old James Higgins, arrived in Los Angeles March 4 on the "Apache." Jimmie never had a worry on the long trip. All preliminary arrangements were made by Southern Pacific's Great Britain agency and General Agent A. B. Reynoldson saw the lad safely aboard the liner Carmania. At New York he was met by representatives of General Agent H. H. Gray's office, who put him on the train bound for New Orleans. From that city to the Pacific Coast he was under the watchful care of Southern Pacific trainmen and traffic men. At Los Angeles he was met by Mr. and Mrs. Arthur McDonald, with whom he will make his home. The young traveler is the son of Mrs. Marcella Higgins of Killeen, Gianada, Ireland. The picture shows him with Engineer P. J. Frantz, who brought Jimmie into Los Angeles on the last lap of his six thousand mile trip.

Annual Meeting of the E. M. B. A. Will Be Held May 27

Annual meeting of the Employes' Mutual Benefit Association will be held May 7, at the office of the association, Room 534, Matson Building, 215 Market Street, San Francisco. The most important business of the meeting, in addition to receiving the annual report of Secretary Julia Mott, will be the election of three directors. Those whose terms will expire are President Henley C. Booth, E. Hickman and H. C. Weston. Members are urged to mail the proxies to the secretary in case they will be unable to attend the meeting.



These are a few scenes connected with the fifteen-car "California Agriculture Special" train which was run over Southern Pacific lines in San Joaquin and Sacramento valleys during the last two weeks of March. The train made its first stop at Newman on March 19, where it was greeted by a very large attendance, part of which is shown in picture at upper right. The modernly equipped farm kitchen, lower right, together with lectures given on home economics were of special interest to the women. Two pictures on left show manner in which livestock and poultry were cared for and exhibited on the train. The small picture was taken while livestock from the University farm at Davis was being loaded on the train.

Special S. P. Train Lends Aid to Farmers

WIDE interest was attracted among farmers, orchardists and business men throughout San Joaquin and Sacramento valleys during the latter part of last month by operation of the California Agriculture Special over Southern Pacific Lines. The fifteen-car train, specially equipped for stock display and demonstration purposes, was en route two weeks and made stops at twenty-four centrally located towns and cities of the two valleys.

The train was sponsored by the Southern Pacific and the Agricultural Extension Service of the State University, and was operated for the purpose of discussing with people of the various localities the subjects of retaining present markets and developing new ones, and the advantages of diversified farming. Members of the university staff who have specialized in the study of farm problems accompanied the train and spoke at the meetings. Southern Pacific provided the train equipment, transportation and subsistence for the personnel which accompanied the train. Prof. B. H. Crocheron was in charge for the university, and R. E. Kelly, director of development and colonization, was in charge for Southern Pacific.

Morning and afternoon programs were held at each stop. Half of the day was give over to demonstrations, lectures and discussions at the train where livestock and exhibits of particular interest to the valley farmers were on display. The other half of the day was devoted to an "up-town economics meeting" at which lectures and discussions were held on the general and local economic conditions affecting agriculture. Representatives of Southern Pacific spoke at the meetings on the close relationship between marketing and transportation and of the large investments made by the railroad in providing cars and other facilities for handling the peak movement of crops to market. The local chambers of commerce and farm bureau organizations directed by a specially appointed committee, assisted in making arrangements for the meetings and display of the train.

Program at the train opened with short talks by representatives of the University Extension Service and the Southern Pacific, following which demonstrations were given on the subjects of poultry, swine, dairying, sheep and kitchen management. At least forty minutes was provided for inspection of the train and its exhibits. Flat cars, railed and penned, were used for displaying the livestock and poultry. Two cars were especially devoted to interests of farm women. One car contained an ideal kitchen fully equipped with labor saving devices. The other car was arranged for talks by members of the home economics staff of the university. Part of the exhibits were presented for the interest of farm boys and girls.

A Pacific Fruit Express car was included in the train to show the type of equipment used in transporting perishables to Eastern markets. A partial load of empty lugs in the car demonstrated how breakage and damage can be prevented by proper lading and bracing.

Employes at the Sacramento general shops did an excellent job of remodeling cars and fitting up the train.

All of the livestock and exhibits were furnished by the University Farm school at Davis, at which point the train was assembled before starting on the run March 18. The first stop was made at Newman, with others coming in the following order: Los Banos, Delano, Bakersfield, Porterville, Visalia, Hanford, Kingsburg, Fresno, Madera, Merced, Turlock, Modesto, Manteca, Stockton, Lodi, Auburn, Sacramento, Lincoln, Marysville, Chico, Red Bluff, Arbuckle and Dixon. A stop will also be made at Napa on April 3.

The last cooperative farm demonstration train was operated through the valleys sixteen years ago when the railroad and the university carried on a campaign to aid the farmers in meeting irrigation and farm settlement problems of the valleys, and the frost situation in the citrus orchards of the south. Since that time the farmer's major problems have changed to that of marketing and diversification.

T. F. Eagen Becomes Manager of Pacific Lines, Pass Bureau

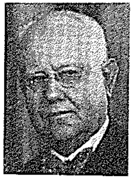
T. F. Eagen

T. F. Eagen, formerly chief clerk of the Pass Bureau, Pacific Lines, has been appointed manager of that Bureau, effective April 1, according to announcement by executive Vice President Paul Shoup. He succeeds C. J. Millis, who has been retired on pension.

Eagen began his railroad career with the Company in 1903 as messenger and office boy in the vice president's office. In 1905-06 he was mail clerk in the vice president and general manager's office and in 1907 became assistant head file clerk. During that year he was made pass clerk and in 1910, before the establishment of a pass bureau, he became transportation clerk in the office of E. E. Calvin, vice president and general manager.

With the establishment of the Pass Bureau by President Wm. Sproule he was made head clerk and in 1913 was appointed to chief clerk of the same bureau. During Federal Control he was chief clerk of the Southern Pacific and Western Pacific Pass Bureau which reported to the Federal Manager. In March, 1920, he was made chief clerk of the Pass Bureau for the Southern Pacific's Pacific Lines, which position he held at the time of his promotion.

C. J. Millis Ends Long Railroad Career



C. J. Millis

BRINGING to a close an active railroad career of half a century C. J. Millis, who for the last sixteen years has been manager of the Pass Bureau, at the General Office in San Francisco, has been retired on pension effective May 1.

Thirty-seven years of Mr. Millis' service were spent with the Southern Pacific properties, starting in May, 1891, as an agent for the Harriman Lines at Glenn's Ferry, Idaho. In the administration of his executive duties during the years to follow he created friendships and close affections among the railroad people which were brought to a climax in a banquet held in his honor at San Francisco, March 15, when about two hundred men and women paid him their highest respects and esteem.

Carey Judson Millis was born April 20, 1858, at Covington, Ind., and was educated at Cook Academy, Havana, N. Y. He made up his mind early that he wanted to go into railroad work and took a job as general office boy with the Tiago & Elmira Short Line, now the Erie, at Blossburg, Pa. There was no salary connected with the job but it gave the young man a chance to study telegraphy. He learned quickly and in 1878 was given a place with that railroad as telegraph operator and clerk in the office of the general freight and passenger agent at Elmira, N. Y. Then followed eight years after 1883 in station service of the Rio Grande Western.

After a few months as agent at Glenn's Falls, Mr. Millis went to Huntington, Ore., as joint agent of the Oregon Short Line and Oregon Railroad & Navigation Company, in which position he remained for seven years. In October, 1898, he was appointed general agent for the O. R. & N. at Huntington, and in the following year took the position of livestock agent for that company with headquarters at Portland.

In July, 1907, Mr. Millis was promoted to vice president and general manager of the Harriman Coos Bay properties, including the railroad, steamship, coal, land and timber holdings as a part of the Coos Bay, Roseburg & Eastern Railroad & Navigation Company, the Portland & Coos Bay Steamship Line and the Beaver Hill Coal Company. For five years his headquarters were at Marshfield, Ore., until in 1912 when he was promoted as assistant to President Wm. Sproule at San Francisco.

Before assuming his new duties at the General Office, Mr. Millis was assigned to special reconnaissance work in various territories over Pacific Lines and to make surveys of the advisability of building into certain industrial sections. Work he had previously done in Oregon had particularly qualified him for compiling the information for such exhaustive reports.

In September, 1918, Mr. Millis was appointed manager of the Pass Bureau. It was during his administration in this department that he became so widely known throughout the country and created such close friendships because of his kindly understanding and his desire to be of helpful service to others.

These characteristics of Mr. Millis were elaborated on by Wm. C. Fitch, freight claim agent, in his address of tribute at the banquet tendered the retiring veteran. At the conclusion of his remarks Mr. Fitch presented a beautiful traveling bag with complete outfit, also a scroll enscribed with the signatures of many of Mr. Millis' associates.

Vocal solos were rendered during the banquet by Miss Letty Collins, of the Treasurer's Office, and by Blair Manchester, of the District Auditor's Office at San Francisco. George Patterson, chief clerk to President Sproule, was toastmaster and was assisted in arranging the banquet by T. F. Eagen and Stanley Ward.

Accompanied by his daughter, Mrs. H. H. Shires, and his son-in-law, Rev. Henry H. Shires, and his grandson Henry Millis Shires, Mr. Millis sailed from San Francisco March 23, for Hawaii on the first lap of an extended journey which will take him around the world. As a conclusion to the testimonial banquet two appropriate verses composed by Miss Edythe Entleman, of the Telegraph Office, were sung ensemble to the tune of Aloha Oe as a farewell to the retiring officer.

Signalman Finds Graves Marking Arizona's Battle of '62

Plans are being made by the Arizona Pioneers' Historical Society to erect a monument over the recently discovered graves of Lieutenant James Barrett and two of his men who were killed in Arizona's only Civil War battle. The graves were discovered by H. M. Stone, signal supervisor at Tucson.

A Union detachment of twelve men under Lieutenant Barrett met a Confederate force under Lieutenant Jack Swilling on April 15, 1862, in the pass between Picacho Peak and Blue Water Range. The Union soldiers pursued their enemy and during the engagement Barrett was killed, together with Privates Johnson and Denerd.

Veterans of Southern Pacific who were recently retired on pension. Names are shown in list below. Service of William Critzer, C. J. Millis and Wm. H. Dewey appear in stories on other pages of this issue. Pictures of J. Anselmeno, and A. Chiantelli were not available.

"Graduations" Take Many Veterans

EDWARD C. CUSHING, locomotive engineer on Stockton Division, heads the list of veterans, in point of service, who have just recently been added to the Company's roll of pensioners. He entered the service as a locomotive fireman on the Western Division in September, 1884, and is retired at the age of 61 years 9 months after a total service of 43 years 3 months. He was advanced to engineer in 1888 and since then operated on the Western and Stockton Divisions.

Jay T. Snider, brakeman on Los Angeles Division, who entered the service in that capacity in December, 1887, retires at the age of 70 years with 40 years 3 months' service to his credit. During this time he has traveled 2,400,000 miles in his regular train duties, according to records he has kept since date of his first passenger run.

Michael McLaughlin, who was employed as a laborer at Goodyear on the Western Division in November, 1888, is retired while in the supervising capacity of section foreman on that division. He retires with 39 years 2 months' service at the age of 61 years 10 months.

Frank S. Clark, conductor on the East Bay Electric Lines, who was first employed as a brakeman at Oakland in August, 1899, is retired after 34 years 3 months' service at the age of 59 years 4 months.

Albert J. Coons, machinist helper at West Oakland, is retired with 33 years 8 months' service at the age of 70. He started work as a fireman in July, 1894, and in 1903 was advanced to stationary engineer. Since 1908 he has been a machinist helper.

William Boyd, who entered the service as a car builder at Sacramento, in May, 1893, is retired at the age of 70 after 33 years 5 months' service.

Peter Cluness, paver in the Maintenance of Way Department at San Francisco, retires at the age of 67 years 3 months after 32 years 10 months' service. He started work as a laborer on the Coast Division in April, 1895.

Anthony McNamara, yard clerk at Sacramento, who held that position since June, 1905, entered the service as a freight handler and sealer in April, 1895. He retires at the age of 68 years 10 months after 32 years 8 months' service.

Maurice Harmon, section foreman on the Coast Division, is retired after 30 years 10 months' service. He started work as a track walker on the Western Division in June, 1882. In 1894 he left the service, and returned in April, 1897, as section foreman on the Shasta Division, transferring to the Coast Division in 1914. He is 70 years old.

Daniel R. Towns, hostler on the Western Division at West Oakland, is retired at the age of 61 years 6 months after 30 years 9 months' service. He entered the service as water boy in the B. & B. department on that division, but left the Company during 1894. He started work again in March, 1897, as car cleaner and since 1901 has been a hostler.

Adolfo Chiantelli, who has been a section laborer at various points on the Salt Lake Division for 27 years 10 months, is retired at the age of 66 years 7 months while working at Montello.

Ben O. Darrow, signal supervisor of Sacramento Division, is retired at the age of 53 years 10 months, after 26 years 11 months' service. He started work as a signalman at Woodford in March, 1901. Later he was located at Los Angeles, San Francisco and Truckee and has been at Sacramento in his recent position since August, 1911.

Warren P. Russell, engine watchman at San Luis Obispo, retires at the age of 66 years 1 month after 25 years 1 month's service. He started work as an engine wiper at that point in October, 1902.

John Machado, who has been section laborer at Hanford on the San Joaquin Division for 24 years 9 months, retires at the age of 64 years 1 month.

Denis Leary, oil pumper at Port Costa, retires at the age of 70 after 22 years 4 months' service. He started work as a section laborer in September, 1905. During the following year he became roundhouseman and pumper at the oil station.

Joe Anselmeno, who has been station cleaner at Santa Cruz since May, 1906, retires at the age of 69 years 7 months after a service of 21 years 8 months.

Alfred Swanson, locomotive carpenter as Sparks, retires at the age of 66 years 1 month after 21 years 3 months' service. Since July, 1906, he has been a laborer and carpenter at the Salt Lake division terminal.

Thomas Maloney, freight handler at Los Angeles freight station, is retired after 20 years 11 months' service at the age of 70 years. He started work at that station as a trucker and sealer in April, 1907.

William H. Bloom, who has been a crossing watchman at Stockton for 20 years 1 month, is retired at the age of 63 years 3 months.

Recent Additions to S. P. Honor Roll of Pensioners

	Name	Occupation	Location	Service, Yrs.	Mos.
1	Edward C. Cushing	Locomotive Engineer	Stockton	43	3
	William E. Critzer	Chief Clerk	San Francisco	42	0
2	Jay T. Snider	Brakeman	Los Angeles	40	3
3	Michael McLaughlin	Section Foreman	Vacaville, Cal.	39	2
	Carey J. Millis	Mgr. Pass Bureau	San Francisco	37	0
	William H. Dewey	Aud. Equipt. Ser. Accts.	San Francisco	36	2
4	Frank S. Clark	Conductor	Oakland	34	3
5	Albert J. Coons	Machinist Helper	West Oakland	33	8
6	William Boyd	Car Builder	Sacramento	33	5
7	Peter Cluness	Paver	San Francisco	32	10
8	Anthony McNamara	Yard Clerk	Sacramento	32	8
9	Maurice Harmon	Section Foreman	San Francisco	30	10
10	Daniel R. Towns	Hostler	West Oakland	30	9
	Adolfo Chiantelli	Section Laborer	Montello, Nevada	27	10
11	Ben O. Darrow	Signal Supervisor	Sacramento	26	11
12	Warren P. Russell	Engine Watchman	San Luis Obispo	25	1
13	John Machado	Laborer	Hanford, Calif.	24	9
14	Denis Leary	Oil Pumper	Port Costa, Cal.	22	4
	Joe Anselmeno	Station Cleaner	Santa Cruz	21	8
15	Alfred Swanson	Locomotive Carpenter	Sparks, Nevada	21	3
16	Thomas Maloney	Breakout	Los Angeles	20	11
17	William H. Bloom'	Crossing Watchman	Stockton	20	1

Locomotives Will "Toot" New Warning at Crossings

The language of locomotives blossomed out with a brand new "word" on April 1. "To-o-oot, toot-toot, to-o-oot" is the "word," and it will signify to motorists, pedestrians and others using the highways that a train is approaching a grade crossing.

Hitherto locomotives approaching grade crossings have sounded two long and two short whistle blasts, but this is now to be changed to one long, two short and a final long sounding of the whistle.

Well Known Chief Clerk at the General Offices Retires

Wm. E. Critzer

William E. Critzer, chief clerk of the Maintenance of Way Department at San Francisco, was retired on pension April 1, after a service with the Southern Pacific and Union Pacific companies of 42 years. For nineteen years he held this position at the General Offices. When the offices of the Company were transferred from the Flood Building to the new building at the foot of Market Street, he directed the work of moving and for some time was in charge of office arrangements in the new building.

Mr. Critzer started work for the Union Pacific in March, 1874, as a rodman and instrumentman at Kansas City. He was advanced to the position of assistant engineer and in June, 1881, transferred to the Missouri Pacific. He returned to the Union Pacific in March, 1886, and was located in the engineering service at various points along the line in Wyoming. In March, 1897, he was appointed chief clerk of the Engineering Department for the Oregon Short Line at Salt Lake City, where he remained until April, 1909, when he was transferred to San Francisco to take the position from which he is now retiring.

"Bill," as he is familiarly known, says he has no particular plans for the future, except that he plans to buy an automobile and do a little traveling. "You can boss your gang for a long, long time," he is reported to have said, "but Jim Cunningham, the pension secretary, sure gets a fellow in the end."

Mr. Critzer was honored at a dinner held at the Elks Club in San Francisco, March 29, under the auspices of the General Office Chief Clerks' Council.

Two New Thrift Clubs in the Field at Ogden

By G. L. Snively
Bulletin Correspondent

The coming of the proverbial rainy day will find the Superintendent's office at Ogden well prepared.

This year, encouraged by the success and growth of Frank Bartonek's Christmas Savings Club, two new thrift clubs have been formed, headed by Archie W. Sheppard of the Division Auditor's office and Arthur D. Kingsford, lease and right-of-way agent.

Mr. Kingsford's club is limited to ten members who have agreed to making regular monthly payments for a period of five years. By allowing their interest to pyramid, they will have a very substantial sum to their credit at the end of this time. It was thought that by limiting their membership, due to the length of time involved, they would be able to carry on more successfully than with more members and the attendant withdrawals and lapsations.

While the majority in the Division Auditor's office continue to belong to the Christmas Savings Club, they have formed a smaller club along the same lines restricted to their own organization. Archie Sheppard was chosen to serve as their manager.

These Three Musketeers of finance have sworn to see that General Motors doesn't get all of our money.

Sacramento Relief Ass'n Will Hold Annual Frolic

The Southern Pacific Motive Power Relief Association at Sacramento, will hold its annual entertainment and dance May 12, at the Masonic Auditorium. An invitation is extended to all members and their families.

This association has been in existence since 1910, during which time it has paid in death benefits, a total of $13,337.75, of which amount $1,599.75 was paid during the past year.

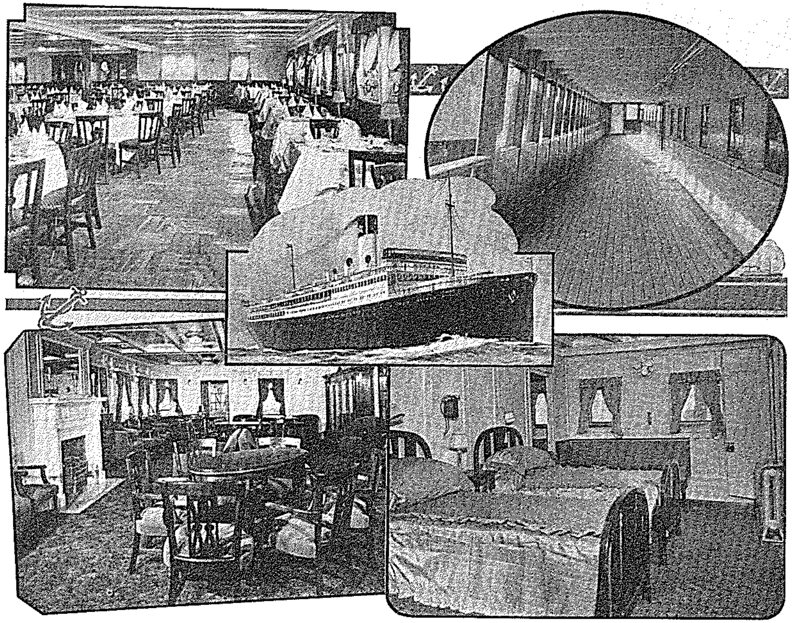
At the present time, the associaiton has 640 members on its enrollment. The association was formed for the purpose of discontinuing the practice of circulating a subscription list among the employes when one of their coworkers died.

Applicants to the association must be between the ages of 16 and 45 years, and are required to pay 25 cents per month, quarterly in advance, for which at their decease, their beneficiary receives $100.00 together with all the money paid in as dues, also a suitable floral piece.

Present officers of this association are: President, S. D. Blackburn; Vice-President, R. Scott; Secretary-Treasurer, J. T. James; Directors, K. M. J. Herold, F. B. Gillett, G. A. Knoblauch, E. C. Mott, J. T. O'Brien, H. W. Shartzer.

The present collectors are: R. H. Barnett, K. M. J. Herold, J. T. O'Brien, H. H. Holmes, Wm. Koch, G. Sheppard, S. D. Blackburn, and J. T. James.

Committees in charge of arrangements for the annual get-together include: Hall and Decorations, J. T. James; Refreshments, J. T. James, F. B. Gillett; Publicity, F. B. Gillett; Music, H. W. Shartzer; Matron, H. W. Shartzer; Cards and Smokes, E. C. Mott; Speaker, J. T. O'Brien; Entertainment, R. Scott, J. T. O'Brien, G. A. Knoblauch, K. M. J. Herold, E. C. Mott; Dance, all members of board.



Comfortably furnished rooms and spacious accommodations feature the steamship Dixie, inset above, new "queen" of Southern Pacific's Steamship Lines, which recently made her maiden trip in the service between New York and New Orleans. This month the Company will run its annual train-steamship special to be known as the "Dixie Special" when the Sunset Limited leaving San Francisco and Los Angeles on April 14 and 15 respectively, connects with the new steamer at New Orleans April 18 for the "One Hundred Golden Hours" voyage to New York. Other pictures above show the spacious dining saloon and wide promenade deck of the Dixie, also the lounge and music room and one of the bedroom suites.

"Dixie Special" To Be Memorable Event For Travelers

ARRANGEMENTS have been perfected and reservations are now being made for the "Dixie Special" which will take travelers from Pacific Coast points over Southern Pacific's Sunset Route to New York via steamship from New Orleans this month.

This "special" is an annual affair and this year is being run by the Sunset Limited in connection with the Company's palatial new steamship Dixie, which went in service January 28. The Sunset Limited leaving San Francisco April 14 and Los Angeles April 15 will connect with the new steamship at New Orleans on the sailing day, April 18.

Under the direction of Captain C. P. Maxson, veteran "skipper" of the Company's steamship fleet, special entertainment features are being arranged for the sea journey which will make this year's "Dixie Special" one long to be remembered by the excursionists from the West.

Oakland Radio Program Features Music and Travel

An interesting program of music and talks on travel was presented to Southern Pacific people in Oakland, February 24, over radio station KFWM, which has brought comment from radio listeners throughout the West.

The Anahuac trio and duet assisted by an orchestra from the General Office under direction of John Arnold, furnished the orchestral numbers on the program. Others taking part were: Mrs. Ralph Hudson, pianist, wife of Fireman Hudson; Weston Hayes, tenor, son of Conductor M. J. Hayes accompanied by his sister, Miss Dorothy Hayes; and Roy Lowenfilts, saxophone soloist of the orchestra. Interspersing the musical numbers, travelogues were given by Billy O'Neill, conductor on the East Bay Electric Lines, covering a journey from Oakland Pier to New Orleans.

The program was arranged under the direction of C. B. Hale, yardman at Oakland Pier.

Watch Refrigeration of Cars Closely

By R. G. Fagan
Superintendent of Freight Protection

THE successful marketing of the thousands of cars of perishable freight moving annually from the Pacific Coast to Eastern markets is dependent to a great extent on refrigeration. To furnish the particular kind of refrigeration that a shipper may desire is not a matter as simple as it might appear. There are thirty-six icing or icing and salting options provided by Perishable Protective Tariff No. 3. Unless the shipper stipulates in the bill of lading in tariff terms the refrigeration service required, the bill clerk must make a guess and he may, and frequently does, guess wrong. We may say then that the first prerequisite is to know what kind of refrigeration is desired. To acquaint shippers with the tariff requirements to the extent that bill of lading stipulations are properly made is an agent's duty.

Assuming that the bill of lading is properly made, we have next in order the waybill. The waybill once made becomes the document to which all railroad employes from origin to destination must refer in order to know what to do with the shipment. It is obvious that any mistake in refrigeration instructions on the waybill will result in a refrigeration failure. Therefore, the requirement to check waybill against bill of lading. A failure to do so is inexcusable.

With a shipment properly billed and on its way, there remains for accomplishment the icing or icing and salting to perform in transit. To that end, the car must be placed at the various icing platforms accompanied or preceded by instructions. The way and form in which instructions reach the icing platform vary according to local conditions. When circumstances permit examination of waybill by icing platform representative at time car is at platform, very little trouble occurs, but, when the icing platform is located some distance from the yard office, short time does not permit waybills to accompany cars to icing location. In such cases lists of cars under refrigeration showing icing instructions is made sometimes at the forwarding terminal and at others by the conductor. Such lists should always be carefully prepared in duplicate. The original should accompany cars to ice house and the duplicate should accompany waybills to yard office. The duplicate should be checked against waybills by the yard office immediately on arrival of train and an O. K. or correction, if any necessary, phoned promptly to icing platform.

A majority of refrigeration failures prove on investigation to be due to errors in transcribing icing instructions on lists made from waybill information, and it is usually determined that the errors could have been corrected and refrigeration failure avoided by a proper co-ordination of effort as between the yard office and icing platform.

Booklet Covers Package Service From New Orleans

A well compiled booklet covering the daily package car service over Southern Pacific Lines from New Orleans to points in Lousiana and Texas, as well as representative points west of El Paso, has just been issued by the commercial agent's office at New Orleans.

The several hundred cities are listed alphabetically with complete information as to time the less-than-carload shipment will reach its destination, the closing time for receiving the consignment at New Orleans, and the spot number for delivering the shipment.

The booklet has received much commendation from shippers and railroad representatives.

Death Takes Pioneer Railroad Builder

Henry Root

HENRY ROOT, early day construction and civil engineer for the Central Pacific and Southern Pacific companies, builder of cable railroads in San Francisco, inventor and philanthropist, died at his home in Oakland February 23, taking another from the ever-thinning ranks of the pioneers who built the first lines of railroad in the West. He was 82 years old, and in spite of his years of constant activity seemed in excellent health. His sudden passing was a shock to his host of friends and acquaintances in the San Francisco Bay district where he had made his home for 64 years.

Coming to California during the time the Central Pacific was building its line east over the Sierra Nevada mountains, Mr. Root took a position with the railroad's engineering department and was connected with much of the surveying work on the first transcontinental railroad. In 1869 he was sent to Oakland and laid out the line for the first through railroad into that city from Sacramento. In 1873 he supervised building of the first bridge across the Estuary between Oakland and Alameda. During that time he did much of the location work for the railroad terminals both in Oakland and San Francisco.

It was under Mr. Root's supervision that the first section of the California Street Cable railroad was built from Kearny to Fillmore Streets in San Francisco and opened for business in April, 1878. He built many of the other cable lines and street car lines in that city, including the conversion of the Market Street horse-car line into a cable railroad, the Haight street branch from Market to Stanyan, the McAllister street line, and the Hayes street line.

During the building of the street car lines he invented a number of appliances for cable railroads which brought him considerable renown. Investments made in San Francisco property at an early date later realized for him a nice profit. He also acquired considerable property in Oakland, which city had been his home since the San Francisco disaster in 1906. From his Oakland property he donated to the city two sites for libraries and also a new street between East Fourteenth and the old county road now known as Foothill Boulevard.

Mr. Root was keenly interested in the civic affairs of Oakland and because of his public services the Oakland City Council has placed on record a resolution eulogizing him, and the flag over the City Hall was hung at half mast in observance of his death. He had never married and is survived by a brother living in Canada.

Employes Are Not to Be Given General Dental Service

In answer to the many questions received from employes as to the nature and extent of dental service to be extended by the Hospital Department, Chief Surgeon W. B. Coffey has issued the following statement: "The Hospital Department has not in the past, and does not now contemplate the furnishing to employes of purely dental benefits, and this includes X-ray dental films for the use of dentists. We have for some time, and expect to continue, oral examinations when found necessary as a *therapeutic agent or aid to diagnoses in case of employes who are under the care of Company physicians for obscure general conditions which it is believed may be due to mouth infection.*

It must be understood that these oral examinations are made only for the purpose of aiding our physicians in the proper diagnosis treatment of a general condition and the X-ray films so made will not be furnished to patients' dentists, but written report of our oral findings furnished, if wanted. In cases of patients admitted to Hospital with oral sepsis (infected teeth) these conditions are treated by *extraction if desired by patient. No other dental work is contemplated.*

Cascade Route to Be Featured In Crabtree's Tour

An attractive folder has just been issued by Crabtree's tourist bureau outlining six Alaskan all-expense tours to be conducted during June and July this year. First lap of the tours will be over the Company's new Cascade Line in Oregon. The various tours are arranged to cover points of interest that would appeal to different groups.

Record Shipment of Bananas

A solid train of 46 cars of bananas was handled over the New Mexico Division early during the month. According to Superintendent C. M. Murphy this is the largest shipment of bananas ever handled over the lines of the Company in the Southwest, and a fine part about it is that the consignment is all in the class of new business.

Dr. Coffey Honored by State Physicians at Banquet

ATTENDED by more than four hundred physicians and surgeons from all parts of the state, a "good will" dinner was given March 2 at the Palace Hotel, San Francisco, in honor of Dr. W. B. Coffey, chief surgeon and manager of the Southern Pacific hospital department.

Dr. W. B. Coffey

The dinner was held for the discussion of civic, legislative and medico-economic problems confronting the medical profession and its relation to public health. The general committe which arranged the affair included representatives of practically all branches of science and important groups of medical activities.

Dr. Reginald Knight Smith was toastmaster for the occasion and made the opening address. Other speakers included Dr. Ray Lyman Wilbur, President, Stanford University; Dr. Langley Porter, Dean, College of Medicine, University of California; Dr. Edward Dillon, Chief of Staff, St. Vincent's Hospital, Los Angeles; Dr. James W. Ward, of the San Francisco Board of Health; Celestine J. Sullivan, managing editor, Better Health; Dr. P. T. Phillips, President, California Medical Association; Dr. Percy Magan, Dean of College of Medical Evangelicalists, Los Angeles; Hartley F. Peart, attorney, California Medical Association and Dr. O. D. Hamlin of Oakland.

Dr. Coffey stressed the importance of older members cooperating with young doctors for the betterment of the profession. "The young doctors know the rules but the old doctors know the exceptions," he said. Also, he discussed the dangers of quackery in medicine and its increasing growth due to the present generation's demand for speedy cures, which are often dangerous and frequently impossible.

Twenty-seven counties of California were represented at the speakers' table and practically every county in the state was represented at the dinner.

Dr. Coffey has attained a national reputation for surgery. He was graduated from Cooper Medical College in 1889 and has been connected with the hospital department of the Southern Pacific for more than 35 years. He was made Chief Surgeon and manager of the department in October, 1926, upon the retirement of Dr. F. K. Ainsworth.

Electrician Says S. P. Has Best Hospital in the Country

Calling attention to the fact that the Southern Pacific General Hospital is the oldest institution of its kind in America, C. G. Wells, electrical foreman at West Alameda, praises the efficient management and general courteous treatment received at the Company hospital in San Francisco.

"All employes should be thankful for the best. hospital in the United States," he says. "Southern Pacific established the hospital in 1867. The department now includes fourteen emergency hospitals and six contract hospitals, in addition to the general hospital. The department has a full time and associated staff of more than 400 physicians, surgeons and specialists. The Commissary Department, directed by Mr. Shillings, gives excellent service. He greets the boys at breakfast with his usual smile and 'good morning.' "

Children Write About Shops at Tucson

IN a contest with other children of Dunbar School in Tucson, Ruth Washington, a little colored girl, won first prize with her composition about the Southern Pacific shops in that city. Through arrangements made by the General Freight and Passenger Agent's Office at Tucson, the children were conducted over the shop grounds by their principal, Ben. J. James, General Foreman Ed. Kunsman, and Dick Smith, chief clerk of the traffic department. A first prize of ten dollars was offered by T. N. McCauley, president of the Consolidated National Bank of Tucson.

Part of the winning essay printed in the Tucson Citizen was as follows:

"After learning the approximate expense of the railroad company's property I have come to the conclusion that they must give satisfactory service to the public so as to overcome such enormous expense and have a profitable income. To give you an example of their expenses, their tool room represents an investment of one hundred thousand dollars and their Zeolite Water System an investment of twenty-five thousand dollars; they also have to pay a great sum of money to their employes.

"I think this shop has progressed wonderfully, as it was established in 1904 and is now the largest and best in Arizona. Therefore we may well be proud of Tucson's large economic railroad shop. They have paid out various sums of money to their employes, they have also brought costly locomotives and other property, but through all this expense and with the large amount of work they must accomplish, they have time to help their community in all of their endeavors to make Tucson a leading city in education, industry and business."

Some of the students of Dunbar school in Tucson who wrote compositions about what they saw following a visit to the Southern Pacific shop in that city. Inset is Ruth Washington, 7B grade, who won the $10 prize offered by T. N. McCauley, president of the Consolidated National Bank, for the best essay. Standing in front, left to right—Dick Smith, chief clerk, General Freight and Passenger Agent's Office, Tucson; Ben J. James, principal of Dunbar School; and Ed Kunsman, general foreman of the shops.

Morgan Line Old Guard Club in Ninth Annual Dinner

By E. H. McCrum
Traffic Department, New York

The Ninth Annual Dinner of the Morgan Line Old Guard Club was held at the Hotel Pennsylvania, New York, February 18. One hundred and twenty-five members gathered about the festive board, after the annual meeting had been held at which the amended By-Laws were acted upon and the following officers elected for the year 1928: John Hawes, president; F. T. Brooks, first vice president; C. W. Wharton, second vice president; Geo. N. Tilton, secretary-treasurer.

The death of our long time and well respected secretary-treasurer, John J. Mackin, was reported and the members stood in silence for a minute in his memory.

Seated at the Guest Table were S. I. Cooper, H. C. Bilven, B. G. Bartholomew, John Hawes, A. S. Hebble, Commodore C. W. Jungen, L. H. Nutting and Wm. Simmons. The toastmaster was President S. C. Chiles.

The absence of our general counsel, J. P. Blair, also Executive Officer L. J. Spence, was noted with general regret. Letters expressing disappointment at being compelled to be absent were received from them. One bright spot in the reading of the letter from Mr. Blair was particularly noted, namely, he craved membership in the Old Guard, believing 40 years in the service of the Company entitled him to membership. Was he elected? He was, unanimously.

There was particularly noted the presence of "3 W" Arthur from Chicago, looking healthy and happy and enjoying with the rest of us the dinner, the comaradarie, the cabaret. The dinner was a delight from the "Canape Surprise" to the "Cafe" and served with the usual Pennsylvania Hotel celerity. As to the cabaret—Miss Betty Hale sang and danced delightfully, Miss Nadja Kirbis, contralto, pleased immensely. Miss Trixie Hicks, Broadway's favorite songstress; the Wood Sisters in their acrobatic dancing; Miss Mildred Enright, prima donna soprano; Torre and Biviano, with the accordion and violin, often heard on the radio, and Miss Gladys Reed, feature dancing, interspersed with music by the Manhattan Dinner Quartette, as well as choruses by the Old Guard, provided the entertainment.

Palladine Takes New Position in Los Angeles District

C. C. Palladine, formerly freight agent at Los Angeles, has been appointed to the newly created position of perishable freight agent in that city. He will devote his entire time to the service of local shippers handling perishable products for various markets and is just another step in the Company's policy of lending every cooperation possible to the shippers.

C. C. Palladine

Palladine began his service with the Company at Fresno in 1915 and for five years has been freight agent at Los Angeles.

S. P. Is Featured By Portland Chamber of Commerce

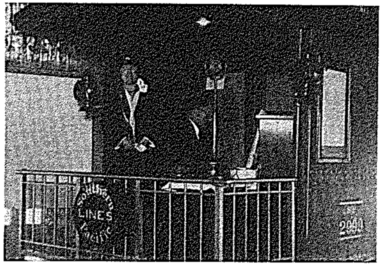
SOUTHERN PACIFIC DAY" at the Forum Luncheon of the Chamber of Commerce, at Portland, on February 27 was one grand success. More than five hundred people attended the luncheon, taking every available seat. Among this number were 150 officers and representatives of the Oregon State Chamber of Commerce who joined with the business men of Portland and the Southern Pacific representatives in an expression of good will and mutual understanding

The entire affair was arranged under the direction of Southern Pacific officers at Portland. Decorations of the luncheon room consisted of the replica of an observation car, with tail sign reading "Southern Pacific Lines." Windows were darkened and the room was festooned with trainmen's colored lanterns and signal flags. The railroad atmosphere was further enhanced by the presence of Allan Pollok, manager of the Company's dining cars, together with his supervising chef, waiter instructor and three dining car crews who demonstrated the efficient manner in which patrons of the Company are served on the dining cars. Southern Pacific's famous chicken gumbo soup, salad bowl and plum pudding, were provided as features on the menu.

The principal address was given by Ben C. Dey, general attorney for the Company at Portland. Mr. Pollok was also called on. Rear end of the observation car replica was used as the speaker's forum, from which John T. Dougall, forum chairman, presided, dressed in a conductor's uniform. Miss Letty Collins, of the Treasury Department at San Francisco, delighted the large audience with several vocal solos, being accompanied by Albert Kropp, chief clerk to master mechanic at Portland. Miss Collins also sang the verses entitled "Cascade" which were composed by Miss Edyth Entleman of the General Office.

Mr. Dey outlined in his address the effort being made by Southern Pacific to provide the Oregon territory with the highest type of transportation, and mentioned the amount of money being spent by the Company in new equipment and facilities, also the fact that Southern Pacific is the largest individual taxpayer of the state.

Letters have been received by John M. Scott, assistant passenger traffic manager, and J. A. Ormandy, general passenger agent, from Lynn P. Sabin and Edw. N. Weinbaum, officers of the Portland Chamber of Commerce, expressing appreciation for the program and declaring it one of the best ever presented before the Forum Luncheon.



Miss Letty Collins, of the Treasury Department, San Francisco, accompanied by Albert Kropp, of the master mechanic's office at Portland, sang several selections as features on the Southern Pacific Day program of the Portland Chamber of Commerce Forum Luncheon recently. The observation platform replica together with trainmen's lanterns and signal flags gave the decorative effect of the dining room a railroad atmosphere.

Popular Porter of S. D. & A. Is Known From Coast to Coast

Willis Taylor, chief waiter and porter, needs no introduction to employes of the San Diego & Arizona Railway Company or to the traveling public. He is known from coast to coast for his wonderful smile and courtesy.

Willis Taylor

Willis made the maiden trip on the San Diego & Arizona when it was first opened December 10, 1919, and has been on the job every day since, rain or shine.

He first started on the Pacific Coast with the Southern Pacific on the now famous Golden State Limited out of Los Angeles in 1912. In all, Willis has been handling the travelling public for thirty years, starting his railroad career with the Pullman Company out of Denver.

Willis says he attributes his good health to being able to smile at all times and under any condition, which is, after all, a mighty good method to pattern after.

Veteran Auditor Takes Place On Roll of Pensioners

Wm. H. Dewey

After more than thirty-six years' continuous service with Southern Pacific, William H. Dewey, auditor of equipment service accounts at the General Office in San Francisco, has been retired on pension effective April 1. He had held this position since March, 1910, and retires at the age of 70.

Mr. Dewey first went to work for the Harriman Lines as clerk in 1847, and for two years was located at Laramie and Cheyenne, and also as agent at Fort Fred Steele, being relieved at that station by E. E. Calvin, in 1876. Following that he was located at various stations as agent and operator until about 1887, when he left the service to engage in business for himself.

He returned to railroad work in January, 1892, as clerk in the freight auditor's office at San Francisco and was later in charge of a special statistical bureau under J. C. Stubbs. In 1904 he was appointed head clerk in the Paymaster's Office and made regular trips out over the lines in the pay car that visited the divisions each month. After six years in this position he was promoted to the official duties from which he has just been retired.

Hayden Becomes Chief Operator On East Bay Electric Lines

C. C. Hayden, who for ten years has been foreman of substations on the Portland Interurban Lines of Southern Pacific, has been appointed Chief Operator at the Fruitvale Powerhouse of the East Bay Electric Lines in Oakland, succeeding the late J. J. Johansen.

Mr. Hayden came to the Portland Division as substation operator in 1916, and was promoted to his recent position on the Oregon electric lines in 1918.

Comedian: "Look 'ere! I objects to goin' on just after the monkey act."

Manager: "Well, perhaps you're right. They might think you were an encore."—Ex.

Death Takes Popular Foreman of Stores at Bakersfield

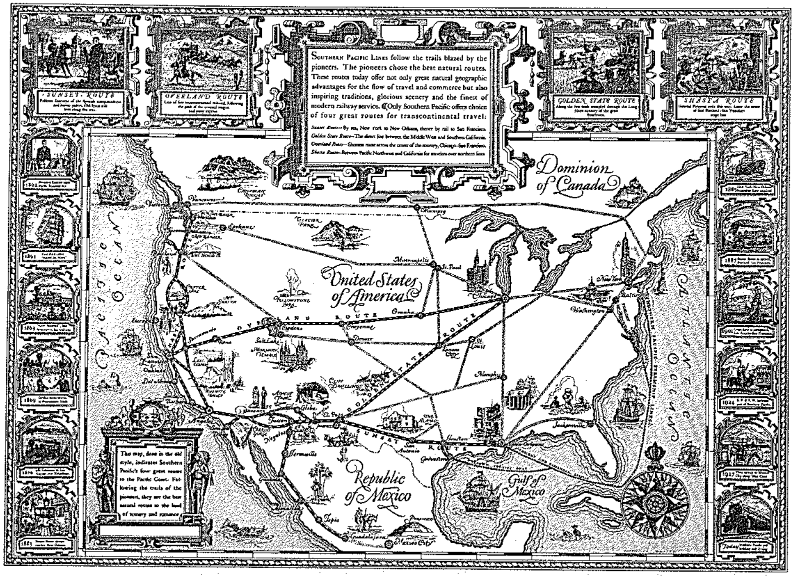
By E. G. Roche
Correspondent, Bakersfield

B. J. Wheeler

The passing of Barton J. Wheeler, general foreman, Store Department, Bakersfield, since 1919, leaves a gap in the ranks that will be filled, physically to be sure, but in the hearts and minds of his fellow workers and associates, will remain vacant. "Bart," as he was familiarly known, had a personality and air about him rarely found in men. He left an impression, even on a chance acquaintance, of a sincerity and simplicity of purpose sufficient to warrant your deepest confidence.

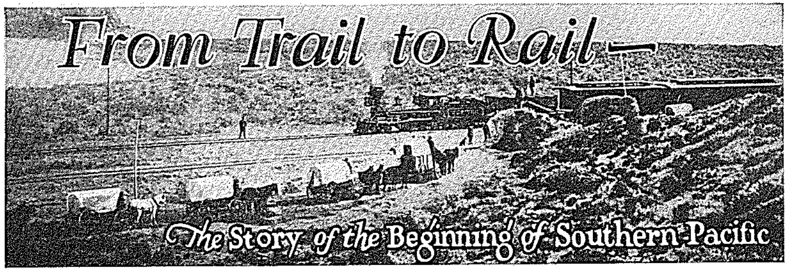
Mr. Wheeler entered the service on October 4, 1915, as a store helper, and rose through the various grades until he was promoted to general foreman.

His friends, every man on the division who knew him, share in the grief of Mrs. Wheeler at the sudden and untimely demise of a real man.


Southern Pacific Lines follow the trails blazed by the pioneers. The pioneers chose the best natural routes. These routes today offer not only great natural geographic advantages for the flow of travel and commerce but also inspiring traditions, glorious scenery and the finest of modern railway service. Only Southern Pacific offers choice of four great routes for transcontinental travel:
Sunset Route
Golden State Route
Overland Route
Shasta Route
Dominion of Canada
United States of America
Republic of Mexico
Gulf of Mexico
Pacific Ocean
Atlantic Ocean
This map, done in the old style, indicates Southern Pacific's four great routes to the Pacific Coast. Following the trails of the pioneers, they are the best natural routes to the land of scenery and romance.
Today

Reproduced herewith is a map of the United States done in the old style indicating the main stems of Southern Pacific's four great routes and their chief points of scenic interest. The four large cartouches or boxes at either side of the central panel at the top catch the spirit of the pioneer trails which later became leading through routes for railroad travel, and along the side are cartouches illustrating the chief incidents in the development of Southern Pacific lines to the present day.

This map, which is a feature of Southern Pacific's current campaign of national advertising, has been attractively reproduced in full colors in large size, 23x32 inches, and is offered for sale at 25 cents a copy. With the present revival of interest in antique documents and home furnishings, the map has proved very popular for home or office wall decoration. The maps may be framed and shellacked or varnished to add to their permanent value.


From Trail to Rail—
The Story of the Beginning of Southern Pacific

CHAPTER XXIX

Central Pacific Reaches San Francisco Bay: Later Developments at Oakland and Alameda

WHILE the Pacific Railroad Act of 1862 authorized construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, or to navigable waters of the Sacramento River, and made provision for a railroad to San Francisco Bay, the builders of the Central Pacific at first confined their activities only to the road east from Sacramento. Any original plans they had for building an extension of their line to San Francisco or the Bay district were changed by an agreement made on October 31, 1864, conveying to the Western Pacific Railroad Company all rights for constructing the railroad and telegraph lines between Sacramento and San Jose.

This railroad (no connection with the present Western Pacific) was organized by Timothy Dame, Charles McLaughlin and other men interested in the San Francisco and San Jose Railroad Company who proposed to bring the first transcontinental railroad direct into San Francisco by way of San Jose. The company was incorporated December 13, 1862, with Dame as president and W. J. Lewis, chief engineer. Capital stock was $5,400,000.

It was proposed by the company to build a railroad from San Jose to a connection with the Central Pacific near Sacramento. The route was, as it is at present, through Niles Canyon and Stockton. Financial aid was in part given by San Francisco, Santa Clara and San Joaquin counties by purchase of stock in the company or donation of bonds.[76]

The assignment made to the company by the Central Pacific was ratified by an act of Congress on March 3, 1865, which recognized the Western Pacific as a part of the national Pacific Railroad, and when completed in 20 mile sections was to receive a loan of construction bonds from the government at the rate of $16,000 a mile, which bonds became a lien on the railroad and the amount was ultimately paid back to the government. The first 20 miles were to be constructed in one year from July 1, 1865, and the whole road within four years.

Contract for constructing and equipping the entire road was let to Charles McLaughlin, who was also the contractor with A. H. Houston in building the San Francisco and San Jose Railroad which had been opened for traffic in January, 1864. The work was sub-let by McLaughlin to various contractors, one of whom was C. D. Bates. In January, 1865, Bates put the first force of 500 men, mostly Chinese, to work grading the line.[77]

At the annual meeting of the company at San Jose, January 6, 1866, Charles H. Fox was elected president; S. O. Houghton, vice president; Charles Sanger, secretary; and B. F. Mann, treasurer. Other directors were John Center, E. F. Pease and M. J. Dooly. At that time 20 miles of grading was completed and rolling stock and track material had been received. It was expected the first section would be completed in about four months and that the line would be in operation to Stockton by the end of that year.[78]

These plans did not materialize. The first 20 miles, to a point near Vallejo's Mill (now Niles) was not completed until October. A resolution in Congress had extended the time allowed for construction of that section. Work was then discontinued. During 1867 McLaughlin experienced some difficulties with his contracts and asked that all arrangements between himself and the Western Pacific be cancelled.[79]

Under an agreement made with the Western Pacific about June 8, 1867, he retained the land grants. Soon afterwards the Western Pacific entered into a contract with the Contract and Finance Company to build the remainder of the road. Construction work started in April, 1868, on the eastern end of the line at Brighton where junction was made with the Sacramento Valley Railroad which had become part of the Central Pacific. The road was opened for traffic to Stockton on August 14, 1869, and construction continued toward Livermore Pass and Niles Canyon. The line was opened through from Sacramento to San Jose on September 6, 1869.[80]

Prospects of a railroad had attracted settlers to the country along the line of the proposed Western Pacific. M. W. Mendelhall donated ten acres of land in 1867 for a depot near Laddsville, and laid out a town which he named Livermore, after the first settler in the valley. Name of the place called Alasal was changed to Pleasanton, and a town site plotted.[81]

Governor Stanford and his associates in the Central Pacific having acquired in 1867 an interest in the Western Pacific through the Contract and Finance Company and by stock purchase, turned their attention to obtaining terminals on San Francisco Bay. The original route which the Western Pacific was to take from San Jose to San Francisco had by this time come under the ownership of the Southern Pacific Railroad Company,[82] which proposed building south and east to a connection with another proposed transcontinental railroad at the California state line. A shorter route for Central Pacific's entrance to the Bay, however, was available in building a connection between the Western Pacific's main line at Niles and the existing Oakland and Alameda railroads, the latter of which was then operating to Hayward.

In April, 1868, the Western Pacific made an agreement with the Oakland Water Front Company[83] whereby it was to select within three months 500 acres of Oakland tide lands and was to purchase or construct within eighteen months a railroad connection between the water front property selected and

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[76] Note 76—Sacramento Union 1-1-66; Bancroft, Vol. VII, Chapter 20; p. 557.

[77] Note 77—Halley, p. 197.

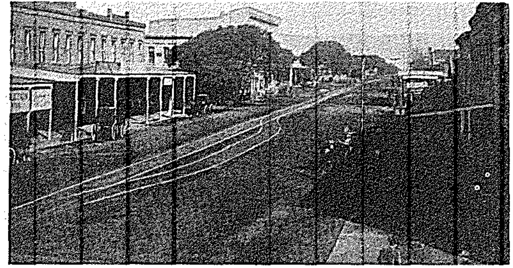
[78] Note 78—Halley, p. 207.

[79] Note 79—U. S. Pacific Ry. Com. Testimony, p. 2785.

[80] Note 80—Sacramento Union 4-2-68; 9-6-69, San Jose Mercury, 9-8-69.

[81] Note 81—Halley, p. 253.

[82] Note 82—Southern Pacific Railroad Company was incorporated December 2, 1865. Congress authorized this company in 1866 to build to a connection on the Colorado River with the Atlantic and Pacific Railroad. During the summer of 1868 the Stanford-Huntington interests purchased controlling stock of the Southern Pacific Railroad Company.



Looking up Broadway, Oakland, from the Central Pacific's railroad station at 7th Street in 1869 when that city became the terminus of the transcontinental railroad. The horse cars of the Oakland Railway Company operated on the tracks shown in the picture. This line extended from 7th Street along Broadway and Telegraph Avenue to the University grounds. Later a "steam dummy" operated from the end of the horse car tracks at 38th Street to the University Campus.

the main line of the Western Pacific, also to spend not less than $500,000 in improvements on the property within three years.[84]

An act of the legislature on March 30, 1868, granted to the Western Pacific and Southern Pacific companies each a terminus of thirty acres on the San Francisco side of the Bay, the grant lying on the water front of Mission Bay, together with right-of-ways for approaches to the terminals. The conditions were that the governor should issue patents to the property when $100,000 had been expended on improvements, any time within thirty months.[85]

With the terminal sites obtained there was now left to Stanford and his associates the building of the railroad connection. The first step was made in August, 1868, by purchase from A. A. Cohen of his controlling interest in the San Francisco and Oakland Railroad, operating about five miles to East Oakland, together with its ferry service to San Francisco. Also a company was organized to build the connecting road from Niles to East Oakland. This was the San Francisco Bay Railroad Company, incorporated September 25, 1868.

Surveyors were placed in the field early in 1869 to determine the best route for the connecting railroad. A trial line was run over the hill from Dublin to Hayward, but a few days surveying showed there was no advantage in such a cut-off in preference to the Niles Canyon route.[86] Construction was started near Niles during June, 1869, and by August a temporary connection had been made at San Leandro with the San Francisco and Alameda Railroad, controlling interest in which had also been purchased from Mr. Cohen. It was over this connection, via Melrose, that the first Central Pacific train reached San Francisco Bay on September 6, 1869.

During the early afternoon of that day two trains pulled out of Sacramento on this memorable journey. It was an occasion for considerable celebrating and demonstrations were held in the towns along the route. At Vallejo's Mill (Niles) one of the trains switched off for San Jose, and the other train of twelve coaches, pulled by three locomotives, proceeded on over the newly constructed line toward the Bay.

Alameda was just a little town then, but its citizens were fully awake to the importance of its being the terminus of the transcontinental railroad, and were hopeful it would be more than a temporary arrangement. People from all over the countryside were there to witness the passing of the first train. Here is how the Alta California reported the celebration in the paper the following day:

"As the train neared the Alameda station an immense crowd of ladies and gentlemen, and all the youngsters they owned, awaited the auspicious moment of its stoppage. At the station a quadrangular superstructure was built over the track, having upon each side an arch of evergreens, beautifully adorned with a vast profusion of roses and other flowers, for which Alameda county is so justly renowned. Over and above these were a multitude of flags, which seemed to bear in their folds an unusual amount of pride, grace and beauty.

Everybody Celebrated

"And now the hoarse whistle of the locomotive is heard. Cannons boomed, and the loud huzzas, and the noise of bells, and boys, and men all made a conglomerate language which would set at bay the untiring genius of modern philology. And so passed the first train to its western terminus. Every house that had a flag displayed it; every head that had a tongue joined the chorus; every heart that could scan the past and survey the future filled with emotion as the spectre of fire and life came and went."

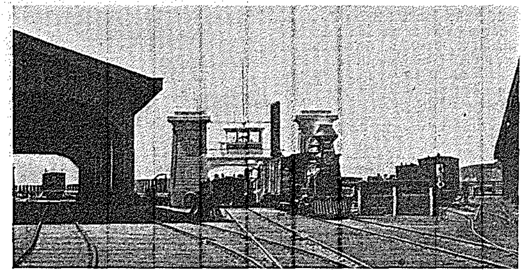
There were eleven overland passengers on the train, who, together with the local passengers, were taken to San Francisco on the steamer *Alameda* (first ferry boat of that name) from the wharf at the foot of Pacific street (now Lincoln Ave.), in Alameda, to the ferry slip across the Bay on Davis Street between Broadway and Pacific Street wharves. Regular train service was started the next day with two trains scheduled each way daily between Alameda wharf and Sacramento.[87]

Prior to this time extensive additions had been made to Alameda wharf for the temporary accommodation of freight and passenger business. Freight was at first unloaded from the cars and ferried across the Bay on lighters to a wharf at Second and King Streets, San Francisco, where delivery was made to consignees and at which point freight was also received. Soon there was need for increased facilities and the ferry boat *Oakland* was fitted up as a car transfer ferry, being able to carry five loaded freight cars. Suitable slips were built at the Alameda and San Francisco landings. Freight was thus landed in San Francisco without breaking bulk and at considerable saving of time.

First De Luxe Train

The first "solid" Pullman car train reached Alameda wharf October 22, 1869, after a run of about six and a half days from New York, making stops only for fuel and water except at the large cities. Three days later the same train started on the return trip east, running through to Omaha without passengers having to change cars. The train consisted of the Reception Car "San Francisco," Hotel Car "Elkhorn Club," and Drawing Room Cars "Orleans" and "Auburn," besides the baggage cars. Meals were served on the train, which was a feature strongly advertised.[88]

Construction work had been going ahead on the connection between the Alameda line at Melrose and the Oakland "local line" at East Oakland. The last rail was laid on this section October 28, 1869, and that morning the locomotive "Reindeer" took a construction train through Oakland along Seventh Street to the wharf at Oakland Point.[89]



Freight cars being unloaded from the car transfer ferryboat "Thoroughfare" at Oakland Long Wharf shortly after the ferry boat was placed in service in January 1871. This boat was cut in half in 1909 and used to float the span of Dumbarton bridge to placement.

There was great rejoicing in Oakland November 8. On that day the first through overland passenger trains started running and Oakland became the terminus of the transcontinental railroad. Plans for celebrating the event had been under way for several days but due to uncertainty when the road would be in shape to handle the first trains, no formal program was arranged. Enthusiasm of the residents was left to express itself in spontaneous and informal demonstrations. Crowds were at the Seventh and Broadway station all day, and the arrival or departure of trains was the signal for much cheering. Many residences and down-town buildings were draped with flags; streamers were stretched across Broadway and an arch built over the tracks at the station was decorated with evergreens and banners.

The main part of the celebration was during the evening. Bonfires lined the tracks along Seventh Street between Oak and Market Streets. Six o'clock was the time set for the train's arrival in Oakland, and at that hour a cannon which had been moved to a spot near the station was to boom the first shot of a 100-gun salute. There was a misunderstanding and the train pulled into Oakland a little after 5 o'clock. This detracted somewhat from the glamor of events to follow, but even at that early hour hundreds of people were at the station to give rousing cheers. After a very short stop the train proceeded along to the Point with the locomotive whistle shrieking.[90]

Oakland had not yet installed her gas lighting system and the speakers' stand erected at the station was shrouded in darkness until some enterprising person obtained several candles, which, when placed in halved potatoes for holders, cast gleams of light over the large audience. Col. John Scott was marshall of the day and introduced Mayor John B. Felton as the first speaker. The Mayor referred to the day as "the birthday of Oakland as a great commercial city," and when he paid tribute to the builders of the Central Pacific, his remarks were greeted by much cheering. Ex-Mayor Samuel Merritt and Hon. A. C. Henry were also speakers. Poems and prophesies were read by other citizens and music was furn-

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NOTE 83—The Oakland Water Front Company was organized in 1868 to manage the submerged and overflowed lands in the front of Oakland between high tide and ship channel which had been conveyed to H. W. Carpentier by the City of Oakland in 1852.

NOTE 84—Bancroft, Vol. VII, Chapter XX, p. 580. The possible use of Goat Island as a railroad terminus was a much discussed subject until during 1873 when the government ruled against use of the Island for commercial purposes. (Halley, p. 348). The California legislature in March, 1868, granted 150 acres of tide lands just northwest of Goat Island to the Terminal Central Pacific Railway Company, with certain requirements concerning terminals, bridges to the Contra Costa shore, and railroad connections. This company was not formed, or at any time owned by associates in the Central Pacific Railroad, but was formed by other interests with a view of selling their rights and franchises to the railroad company.

NOTE 85—Ibid, p. 579. This time was later extended two years.

NOTE 86—Memoirs of Henry Root.

NOTE 87—San Francisco Bulletin September 7, 1869.

NOTE 88—San Francisco Bulletin October 23, 1869. The fastest and best passenger train operating then on the newly opened Pacific Railroad was the Atlantic and Pacific Express. The Central Pacific had its own Silver Palace sleeping cars. Passengers had to change cars at Promontory. Meals were served at station "eating houses" along the route.

NOTE 89—Oakland Point, which had earlier been known as Gibbon's Point, was a little village apart from the City of Oakland, and was located in the district now known as West Oakland.

NOTE 90—Halley, p. 280.

A total of 125 delegates from ten western railroads attended the Second Annual Conference of Younger Men from the transportation companies of the Pacific Region held at Portland January 27-28-29. The conferences are sponsored by the Y. M. C. A. in cooperation with railroad officials and a committee of the young men employes. Last year the conference was held at Sacramento. No place has yet been selected for the meeting place next year. Chas. E. Hardy, of Sacramento Shops, was the retiring president this year, being succeeded by William Turner from the Western Pacific at Oroville. Principal addresses at Portland were given by A. A. Murphy, assistant to president, Union Pacific; and by A. E. Roberts, of the Y. M. C. A. The Pacific Railway Club offered a trophy to the best basketball team which was won by the the fast team from Sacramento General Shops.

ished by the Oakland Brass Band. A special dispatch to the San Francisco Bulletin at 10 o'clock that night reported that great quantities of skyrockets and Roman candles were then being fired and that the celebration was still in full force.[90]

(To be continued)

NOTE 90—San Francisco Bulletin, November 9, 1869; Oakland Transcript, November 9, 1869.

PACIFIC FRUIT EXPRESS TEAM IS "CHAMP" OF S. F. BASKETBALL

With a record of eight games won and only one lost, the Pacific Fruit Express team late last month took in a three game series from the San Francisco Bank for the title of "B" division, in the Retail Athletic Association's basketball tournament at San Francisco.

The P. F. E. team had an easy time winning most of their games. Their only reverse was when they met the Palace Hardware quintet, which they lost to by a close score.

WOULD LOCATE MISSING SON

Southern Pacific has received a request for information as to the whereabouts of Alfred Fuller, sometimes known as George Rogers who was last heard of in August, 1904, when working for the Company at Clark Station near Wadsworth, Nevada. He was then planning to go to California. Fuller's father has recently died in England and the relatives are seeking to locate the son. Anyone having information concerning Fuller should advise the "Bulletin."

Traffic Matters Discussed at Monrovia Meeting

Plans for the handling of freight and passenger traffic during the coming spring and summer months were discussed by agents, operating officials and traffic officials at a joint conference held at Monrovia February 21. The meeting was presided over by R. S. Fisher, district freight agent, and George W. Wetherby, district passenger agent.

Talks were made by F. E. Watson, general passenger agent; George J. Blech, general freight agent; H. A. Culp, assistant superintendent, Los Angeles Division; T. F. Fitzgerald, general traffic representative; Heber Smith, assistant freight claim agent, and V. F. Frizzell, district freight agent.

Others present were: H. C. Emery, passenger agent; J. S. Johnson, city ticket agent; D. G. Maltby, agent, A. P. Nelson, secretary, Pasadena; W. G. Sheldon, passenger agent, Alhambra; Agents C. L. Sweeten, Arcadia; H. D. Clark, Covina; A. W. Bercaw, Glendale; J. B. Davis, Burbank; S. F. Willard, Alhambra; J. Soder, San Dimas; J. F. Jenkins, Glendora; C. L. Smith, Azusa; R. Hickman, Duarte; E. Brunner, Monrovia; C. S. Sexton, El Monte; B. Byrne, Irwindale; J. A. Tyler, Charter Oak; R. S. Gipple, Bassett, G. J. Rothenburg, Puente; W. M. Fitzpatrick, La Verne; E. Hayes, San Gabriel.

VETERANS OF SOUTHERN PACIFIC WHO DIED DURING FEBRUARY

George W. Clark, conductor, Coast Division, died February 5, at the age of 84 years 11 months. He was retired August 1, 1909, after 33 years 2 months' service.

Oscar A. Seamands, drawbridge tender, Stockton Division, died February 15, at the age of 69 years 1 month. He was retired February 1, 1927, after 20 years' service.

Adam Eberhardt, sheet metal worker, Sacramento General Shops, died on February 18, at the age of 63 years 8 months. He was retired December 1, 1920, after 33 years 1 month's service.

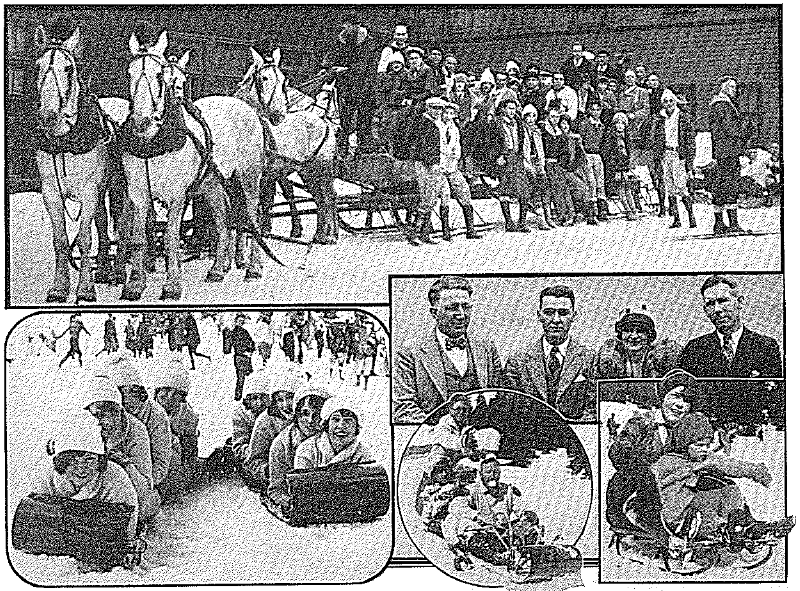
William T. Bailey, section foreman, M. of W. Dept., Peninsular Railway, died February 20, at the age of 78 years 8 months. He was retired August 1, 1917, after 45 years 9 months' service.

John Vogel, coppersmith, Sacramento General Shops, died February 21, at the age of 77 years 11 months. He was retired August 1, 1920, after 44 years 8 months' service.

William Ten Eyck, foreman coppersmith, Western Division, died February 24, at the age of 75 years 11 months. He was retired April 1, 1922, after 26 years 5 months' service.

John MacCauley, engineer, Western Division, died February 26, at the age of 71 years 8 months. He was retired August 1, 1921, after 39 years 11 months' service.

Walter H. Brooks, conductor, Western Division, died February 28, at the age of 54 years 5 months. He was retired October 1, 1927, after 28 years 6 months' service.



Seven hundred employes from the San Francisco Bay district, including members of their families, journeyed to Lake Tahoe March 25 in two special twenty-car trains where old "King Snow" provided the entertainment for one of the most enjoyable outings ever sponsored by the Southern Pacific Club at the General Office. The above pictures give some idea how the day was spent. There were all kinds of snow sports and it was not long before many of the novices from the city who tried to negotiate snow shoes, skis, toboggans, etc., learned that the snow was not as soft to fall on as it looked. Meals were obtained at Tahoe Tavern where Manager Jack Mathews had made special arrangements to take care of the large crowd. Dancing at the Tavern occupied the attention of the merrymakers until o o'clock when the trains started on the return trip to San Francisco. Shown in the picture at the right-center is the committee who arranged the affair, including: H. B. Langheldt, Wm. H. Starling, Mrs. P. A. Butler, and Dan J. Ryan, president of the employes club.

Your Doctor

EMPLOYES are invited to write the General Hospital Department at San Francisco for medical advice. Some of the questions will be answered impersonally in this column each month, or letters will be written personally to the employe.

HABITUAL CONSTIPATION*

CONSTIPATION is a chronic state of the bowel marked by delayed, infrequent or incomplete evacuations. There is perhaps no other existing condition for which the general public treats itself and prescribes for itself so much as this condition of constipation, and for no other condition is there such a useless and unnecessary outlay of money as for this, because so frequently we see people suffering from constipation who suffer more distress from their pills than from the constipation itself.

Habitual constipation occurs in the large bowel, or colon. The colon is a large muscular tube about four and one-half feet long, supplied with blood vessels and lymphatics, and under the control of the nervous system. The divisions of the colon as shown in the drawing are purely arbitrary for the purposes of discussion; the large bowel is one continuous tube.

Way of Digestion

After food is eaten it passes through the stomach and small intestines and begins to enter the colon in about four to six hours. Nearly all the food values have been absorbed by this time. In the colon then, the residue of the food has the most of the water absorbed from it and the contents of the colon tend to become more solid. The colon is filled quite well every day down to the point called the sigmoid colon. At the usual time for stool, in the majority of people, after breakfast, the contents of the colon from a point central to the splenic flexure, move almost en masse down through the sigmoid colon into the rectal pouch. This produces a distension of the rectum with a feeling of fullness due to pressure on the sensitive nerve-ends in the mucous membrane of the rectum, with a consequent desire to have an evacuation. This is the "call of nature" or "call to stool." Eating on an empty stomach sets up peristaltic contraction waves in the intestine which propel and move the colonic contents onward. In the majority this occurs right after breakfast, in some it occurs after taking a glass of water on arising. In men it frequently follows their first smoke. But when it occurs is purely a matter of habit—by training, it can be made to occur at any time. This is roughly, the physiology of evacuation.

There is variability in the number of evacuations which may occur, and all within normal range. Some people have two or three evacuations daily and others but one every second or third day. These people are otherwise in good health and there is no reason for interfering with this habit if there is no distress occasioned by it. In general, it might be said that a daily evacuation is best.

Improper Eating

Habitual constipation is purely a functional disorder in 90 per cent of all cases and nearly always is an acquired condition due to faulty habits. Eating is perhaps the chief cause. The tendency now-a-days is to eat more refined foods, drink less water and take less exercise, all tending to increase the amount of constipation. Among railroad workers, particularly those engaged in the motive department, the habits of eating rapidly improperly cooked foods of doubtful quality, at irregular hours, with the failure of going to stool regularly, tend to produce habitual constipation.

Habitual constipation may be roughly classified into two forms:

1. Colonic constipation, in which there is delay in the passage of the feces from the cecum to the rectum, and

2. Dyschezia, or inefficient evacuation, in which the person has lost the power of expelling the contents of the rectum.

Under the first, or colonic constipation, we have two forms: (a) atonic constipation, and (b) spastic constipation.

Atonic constipation is due to a retarded intestinal peristalsis. Peristalsis may be defined as the contraction waves in the muscular coats of the intestine which propel its contents onward. This type of constipation is due to a weakness in the muscles of the intestines. It occurs in the young and arises as the result of the habitual neglect to respond to the call of nature, giving rise to irregular bowel habits which gradually develop into habitual constipation. It also occurs in the aged and infirm, and in all rundown states, as after a prolonged fever, in those with anemia and also in obese and inactive individuals. In this type of constipation the cecum is sometimes affected giving rise to fecal stasis and auto intoxication, of which I will say more later.

Spastic constipation is due to a spasmodic contraction of different portions of the intestine and is due to localized highly sensitive areas in the colon. These hypersensitive areas are irritated by unsuitable and irritating foods, such as bran, or overstimulated by the normal fecal content, thereby producing a spasmodic contraction of the colon at that point. The underlying causes of the development of these hypersensitive areas are those conditions which produce a lowered tone of the nervous system, such as neurasthenia, anemia, nutritional disturbances in those individuals who are overworked and at the same time subjected to severe mental strain, and chronic poisoning, as with lead, caffeine and tobacco. Worms in the bowel may produce it; also irritating substances in the diet, as pickles, mustard or pepper. The treatment of constipation by strong purgatives is a frequent cause. Hard dry stools are also a cause. This form of constipation is also reflex from chronic appendicitis, gallstones, and pelvic disease in women.

In connection with this should be mentioned spasm of the sphincter muscle of the rectum which sometimes occurs as a result of coexisting hemorrhoids, fissure, fistula or other rectal disturbance and is another cause of habitual constipation.

Dyschezia, or inefficient evacuation, is a rectal constipation, in which one has lost the power of expelling the contents of the rectum. Sometimes, it is due to inability to pass the contents of the sigmoid into the rectum, the evacuation from the rectum, when it is once filled offering no difficulty.

Effect of Habit

Dyschezia is due to the habitual disregard of the call of nature. Upon the passage of feces into the rectum, the resulting pressure on the nerve ends there produce contracture of the muscles and a feeling of fullness, sometimes with a little colicky pain. This is when one should go to stool. Failure to do so causes blunting of the sensibility of these nerve-ends. A person suffering from dyschezia gets so that he can go about with the rectum packed with feces without any knowledge or feeling of it. The repeated neglect of the call to stool leads to severe dyschezia. The feces remains so long in the rectum that the water is absorbed from them so the stool becomes very hard and difficult to pass. The rectum then becomes dilated, the muscles lose their tone and ability to contract.

The call to stool is habitually disregarded for various reasons, the most frequent of which are ignorance and laziness. Regularity in evacuation should be taught from infancy. People should arise early enough in the morning so that after dressing and breakfast there is ample time to go to stool without hurrying. The neglect of this precept leads to dyschezia. Regularity is the charm that prevents it.

This is a simple explanation of habitual constipation. It does not include those who suffer from this due to organic disturbances, such as congenital defects, tumors, ulcers, chronic appendicitis, or other abnormal conditions. These constitute only 10 per cent.

The predisposing causes of consti-

So many inquiries have been received from employes for information on this subject that it will be treated in two installments in the Bulletin by a member of the General Hospital Staff.

pation which predominate then are the character and amount of food, amount of exercise, the repeated neglect of the call to stool, with the repeated suppression of the desire for evacuation. The tendency toward the refinement of food leaves a much smaller amount of residue in the intestine so that the fecal mass is much lessened and thus its stimulating effect on the bowel muscles decreased.

The use of cathartics, if continued over a long period of time, will produce constipation by rendering the bowel insensitive to the normal stimulus of food residues. The more cathartics are employed the more cathartics become necessary and of greater strength, as they gradually "lose their effect." They do not lose their effect except as they render the bowel more insensitive to the normal stimulus.

Intestinal stasis leading to "auto-intoxication" has been played up to great length through unscientific and unscrupulous advertising. It does not exist nearly as often as suspected. Fear of auto-intoxication drives many to the use of cathartics. Without actual disease of the mucous membrane of the bowel, stasis cannot cause intestinal auto-intoxication. It is well recognized in medical science that a healthy mucous membrane in the bowel is impervious to poisonous substances.

(Treatment of constipation will be the subject next month.)

CHANGES IN SAFETY COMMITTEEMEN

Western Division: W. J. Clausen, fireman, vice C. A. Mohaupt; H. Congdon, engineer, vice W. F. Wright; T. M. Drake, conductor, vice J. S. Ward; H. F. Kusick, brakeman, vice W. R. McLean; Chas. Larson, conductor, vice B. L. Gotlin; A. W. Lewis, engineer, vice W. E. Saulpaugh; W. F. marten, signalman, vice A. E. Grainger; H. A. Miner, machinist, vice H. F. Swift; M. O'Connor, water service mechanic, vice D. Motzendort; P. Powles, yardmaster, vice W. S. Chamney; M. D. Harrington, agent, vice B. J. Fitzgerald; W. G. Ide, asst. gen. foreman, vice E. Hollensteiner; A. S. Russel, engineer, vice J. I. Crowley; John Shea, car inspector, vice J. G. Franklin; L. A. Snelling, lineman, vice D. A. Catford; H. A. Strowbridge, yardman, vice R. A. Green; P. Sullivan, section foreman, vice T. J. Dillon; F. R. Tomer, fireman, vice F. C. Starr; Henry Whipp, asst. B. & B. foreman, vice S. H. Farrell.

Leaders in Fuel Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during January, 1928:

Engineers	Firemen
WESTERN DIVISION	
G. Purdy	L. A. White
A. Mayer	W. K. Jensen
T. Kelly	E. V. Reid
E. S. Johnson	A. J. Rovere
W. Nelson	C. Rasmussen
C. H. Adams	S. O. Sanden
A. W. Lewis	J. W. Laurent
R. H. Ede	C. A. McLennan
W. Nicholson	W. C. Scheiding
J. A. Launtz	C. Van Epen
SACRAMENTO DIVISION	
G. D. Snyder	L. S. Schroeder
E. Waters	G. C. Berry
W. E. Clark	T. L. Sapunor
G. H. Danforth	C. Christy
H. W. Banfield	J. R. Belote
W. H. Jones	A. W. Aske
M. Hurley	R. S. Wheeler
A. E. Brown	C. A. Dungan
W. J. McKnight	M. R. Gleeson
W. Kopka	C. D. Hite
SALT LAKE DIVISION	
A. E. Whitehead	C. H. Barkley
R. R. Purdy	C. G. Holmberg
J. W. Gilpin	E. L. Carty
A. Saxton	L. A. Benson
E. F. Hecox	W. F. Whiteley
F. W. Baker	B. E. Eager
Engineers	**Firemen**
H. J. Grubnau	W. L. Warren
O. G. Purdy	G. A. Rudy
C. S. Parke	J. S. Cottrell
G. E. Vanderhoof	R. N. Couturier
B. A. Scott	A. W. Sorenson
E. T. Shreeve	A. M. Hunter
T. Sowerby	J. C. Rush
O. F. Tucker	L. L. Newlun
W. R. Jude	E. R. Minola
A. R. Morsehead	
R. A. Walker	
N. Gudmundson	
E. C. Baum	
H. S. Allen	
SHASTA DIVISION	
H. F. Moelk	R. F. Wilson
J. H. Wagner	W. R. Reid
H. J. Hunsaker	J. J. Robinson
J. J. Kelly	A. Weedon
F. L. Foster	G. S. Beck
J. W. Thornton	L. F. Costel
W. B. Van Horn	J. B. Harrell
W. B. McCrary	C. H. Nevins
G. E. Dickson	F. Brown
E. M. Holmes	G. W. Corneil
PORTLAND DIVISION	
H. M. Bland	O. A. Copeland
R. T. Driskill	F. K. King
J. H. Dumphrey	R. A. McCalley
G. Edlund	W. Peterson
F. T. Greene	C. S. Rice
F. L. McGrew	F. Riedel
J. A. McMillan	G. W. Ruiter
B. W. Riggs	E. D. Smith
R. L. Robertson	J. R. Sweeney
C. L. Towers	H. F. Wilde
STOCKTON DIVISION	
F. M. Faris	E. Trautman
D. J. Welch	J. E. Denning
R. H. Alberg	W. V. Duff
G. P. Bray	J. C. Martin
P. C. Butler	J. M. Brady
F. Gehrman	C. L. Bateman
J. R. Falvey	H. J. Wright
W. A. Payne	C. W. Ransdell
C. E. Grass	H. G. Archibald
G. H. Thomas	B. E. Stone
COAST DIVISION	
L. F. Christian	R. Leeper
W. M. Lloyd	R. D. Evans
W. W. Rucker	P. E. Philbrook
G. H. McKenzie	A. T. Earle
R. B. Hollings	A. R. Alexio
R. Johnson	W. J. Baker
T. M. Cantwell	A. E. Rudell
W. E. Smith	W. S. Thompson
W. Jones	J. J. Lee
W. Hoogendyk	W. C. McCreagh
SAN JOAQUIN DIVISION	
A. S. Hirst	W. V. Ellis
W. S. Dodenhoff	A. V. Rainey
J. Higginson	A. Wekre
B. Flanagan	J. T. Crites
I. D. Iler	E. M. Waller
G. F. Manthei	C. H. Sherman
W. R. Topham	F. T. Ralston
O. C. Plummer	J. Willis
J. G. Hancock	V. B. Zachery
J. L. Purtell	E. Crumpley
LOS ANGELES DIVISION	
W. E. Stoermer	H. W. Hine
W. C. Gordon	C. Coble
C. W. Treadway	H. B. Shepardson
O. H. Verdieck	E. G. Kistler
W. Gerber	E. H. Lay
L. Watson	C. R. Thompson
F. P. Codington	C. W. Bruce
E. L. Loucks	J. C. McGraw
C. A. Faber	D. D. Beatty
J. Horgan	F. L. Brown
TUCSON DIVISION	
J. E. O'Brien	W. E. Heath
J. H. Menzies	E. J. Carter
J. W. Windram	J. H. Moore
E. L. Foust	F. R. Lathrop
K. S. Burchett	J. L. Lewis
O. R. Donnell	V. R. Gore
J. Oman	H. W. Mathews
C. R. Dwyer	W. T. Hanna
S. Glass	A. Gilliland
A. F. Leifeste	F. E. Nield
RIO GRANDE DIVISION	
A. L. Vogel	J. B. Blaise
A. C. Caster	W. L. Trapp
C. A. Tilson	M. R. Flaiz
G. H. Beaty	J. A. Garber
E. L. Aylesworth	R. Gallagher
T. M. Kline	R. Thomas
W. I. Contraman	R. A. Wheeler
W. Olsen	A. P. Davis
A. J. Smith	F. Anderson
F. Armstrong	C. E. Ream
NEW MEXICO DIVISION	
G. Gunn	A. Jozwik
E. J. Shulda	T. J. Gorman
W. Fisher	D. Hughes
C. L. Hines	G. L. Strauss
F. R. Eschwig	W. G. Roman
N. S. Bell	L. W. Rowland
F. Myers	V. T. Springer
J. M. Pettinger	J. C. Alexander
C. V. Robison	J. W. Ellison
E. G. Jacobs	W. W. Arwood

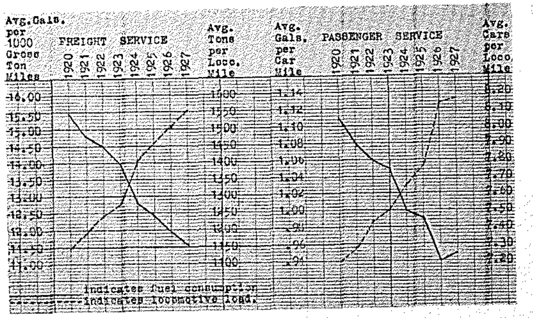
Three Million Barrels of Fuel Oil Saved

A SAVING of 3,160,218 barrels of fuel oil in freight and passenger service from January 1, 1920, to December 31, 1927, on the Pacific Lines is shown in a report made by J. N. Clark, chief fuel supervisor.

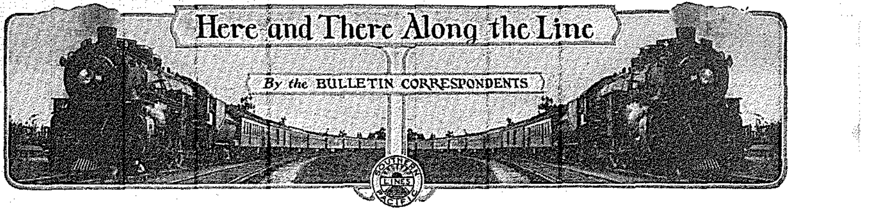
In the chart below, showing the relation between fuel consumption and locomotive loading, it will be noted the fuel consumption per 1,000 tons in freight service decreased from 15.47 to 11.56 gallons; the locomotive load increased from 1145 to 1553 tons. Fuel consumption per car mile in passenger service decreased from 1.11 to .95 gallons and cars per locomotive mile increased from 7.19 to 8.16 cars.

During 1927 a saving of 267,376 barrels was made in freight service; while passenger service shows a loss of 22,905 barrels. Freight fuel consumption per 1,000 ton miles decreased from 11.94 to 11.56 gallons; passenger fuel consumption per car mile increased from .94 to .95 gallons. Passenger increase was due principally to faster schedules than a year ago. A saving of 65,371 is reported for the first two months of 1928 compared with the same period last year.

Employes on all divisions are exerting every effort to further fuel oil conservation, and the splendid record of the Pacific Lines has been achieved in a large measure by the spirit of co-operation between officers and employes in this important work, according to Mr. Clark, who urges all concerned to carry on.



Graphic chart showing decrease in fuel consumption and increase in locomotive load 1920 to 1927.



San Joaquin Division

E. G. Roche Sup't Off. Bakersfield

Miss Hanna Steele is sporting her second engagement ring this morning, but there is no need for alarm—the second engagement ring is from the same party who donated the first one. While I don't get the idea of two engagements, I suppose it's all right. Bob Maurer has no objections, either, but he was under the impression that Santa Claus only left the north pole, or wherever he hangs out, on December 25.

Bob reports that "Little Ben" will be in Bakersfield at 4:00 P. M. Saturday. While this does not sound very thrilling, it will be thrilling to at least one of our comptometer operators. We haven't heard from "Big Ben" as yet, but "Mother" has sort of a Chesterfield expression on her face. Henry Stabler tells me that the "Ben boys" are father and son. Somebody is going to be their own grandmother around here before long.

Fred Cooper, the Venus de Milo plus arms, reports as having spent the week-end at Long Beach and giving the poor natives a treat. To hear Fred tell it, Mack Sennet's bathing beauties are a bunch of "fat old ladies." Fred has a real shape—like a barrel: massive in the center and tapering off to where the head and feet usually are.

The annual classic comprising a baseball game between Scholz's Airdales and the timekeepers will have to put in the discard this year. The Accountants simply will not play for some reason better known to themselves. After spending the greater part of two months figuring the capabilities of the two teams, I had come to the conclusion that the Accountants had a slight edge with such stars as:

Joe Rickels—The sharpshooter who sees a 1-inch bullseye at 600 yards with the naked eye. (I put rompers on my eyes when I look that far). "Phat" Turner—Turner can steal every base in the field—simply hold his head down so the sun can shine on it. The effect of looking at his head exposed to the sun would be all the same as looking into a mirrow. Roy Sprayberry—A natural-born athlete until "somebody steals the show." Dave Kuehn—A base drum player par excellence. Horace Sollenberger — A throw-back from Hamlet. Joe Finn — The green pea baron. Figuring the relative size of a baseball and a green pea, if Joe has as much success with baseball as he did with green peas, he may as well stay home.

The rest of the team is a cinch when compared with such timekeeping stars as Hans West, Fred Boden, Orrie Jackson, and Freddie Cooper.

Dispatcher L. J. Baker, we understand, is now the envy of all the pretzel makers in Germany or wherever they make pretzels outside of Milwaukee. Anyway, "Bake" let his daughter inveigle him into trying to make a "hole in 200," with the result that it took two monkey wrenches, a forge, blacksmith's anvil and two chiropractors to straighten him out sufficiently to go to work. There's no moral to the story except that there is a happy medium between the ages in which a man can successfully play golf, and, while he don't look it (I ought to get a cigar for that last remark), "Bake" is past that age. Page Bob McLeod.

Scholz is still complaining about Jimmie Fisher, record file clerk, being tight. Scholz is getting pretty old now and evidently forgot he was in love in his younger days. Fisher was seen purchasing a dainty box of candy for a well-known comptometer operator in the office (writer's policy never to mention names). This all took place in Los Angeles, and I haven't figured out yet why he bought the candy. Scholz thinks it was the comptometer operator, while I still and always will maintain it was the dizzy blonde peddling the candy. I'd bought a box myself, but my wife wouldn't believe I was with Scholz then. Scholz hasn't any room to kick, though, as he took the dime's worth of almonds home and I didn't get any.

For the benefit of our Los Angeles readers who may have been in the Metropolitan (show, not life insurance) last Sunday evening, F. G. Toates was the cause of the disturbance.

Punk Meyerhoffer has now qualified for whatever category "Hersh" Turner is in. Punk, working under the assumption that the eye was quicker than the hand, made the mistake of trying to catch a baseball with his eye before he got his hand to it. He succeeded.

Remarkable happenings during the month on the San Joaquin Division included Bob Maurer, the inquisitive old man who wants to know how far a rubber switch will stretch before breaking, etc., worked the entire month.

Henry Stabler, the youngster who was favored with the front door key, reports having an enjoyable evening at Oakland recently in commemoration of his fifteenth wedding anniversary. The A. E. F. were chumps when compared with Henry—they were satisfied with an armistice after 18 months. One thing about figting in France: there was a chance for a man to rest between battles without having to eat breafast with the opposition.

While the modern clothiers are equipping hip pockets with buttons, evidently for the purpose of making violation of the 18th amendment less flagrant, we would humbly suggest that they carry the idea a little further and equip other pockets with either a button or a clasp of some description. Road Foreman of Engines Toates was found in one of Mr. Pullman's rolling hotels shelling out toothpicks, files, combs, handkerchiefs, nails, matches, a few marbles, and various other trinkets held dear to the male heart. When we got to the bottom of it, we found that Toates was hunting for a $10 bill supposed to have been lost sometime during the seventh round of the Up-Side-Down Godfrey melee. After considerable worry about his ham-and in the morning, Trainmaster Bray furnished the necessary currency to ease his mind. We understand another interested party still thinks the $10 was placed on Up-Side-Down's nose and he had it knocked off. A little comment might help to clear up an otherwise unpleasant situation, but the writer can almost vouch for the fact that the loser of this money actually lost it. In fact I have observed him throwing his hat and coat away at a fight, and it is only the fact that he has substantial shoe laces that keeps him from walking home as did the shepherds of old—minus the stick.

"HOO-DOO" DAY CHOSEN FOR NEXT S. P. CLUB DANCE

Friday evening, April 13, will be the date of the next Southern Pacific Club dance in San Francisco, according to Mrs. P. A. Butler, serving as chairman for the affair. It will be held at the Hotel Whitcomb.

Despite the fact that it will be held on the "bug-a-boo" day of the month, a crowd of seven hundred employes are expected to attend. In addition to the dance a program of entertainment is being arranged. Music for the dance will be furnished by Ray Towle's orchestra.

FORMER EMPLOYE IS STILL LOYAL AS BUSINESS-GETTER

Although he had recently left the service of the Company, J. S. Shaw, who now lives in Denver, is still imbued with Southern Pacific spirit and just recently persuaded an acquaintance of his to change plans for a trip between that city and Long Beach, Calif., so that Southern Pacific got the major portion of the routing.

Los Angeles Offices

A. Behr Room 396 P. E. Building

Again cupid has been busy in the "HU" telegraph office. This time the "lucky one" is Fern Ballard, employed in the telegraph office for the past eleven years. Miss Ballard is now telephone message operator. Mr. Liston is the man in question. Mrs. Mae Johnston, another member of the "HU" force, gave a lovely shower at her home for Fern, and all the gang from the "HU" were there. Many lovely gifts were showered upon the bride-to-be, and a lovely midnight luncheon was served. As yet the date of the event is a deep secret.

A change in title was given Rena Lucas, stenographer to C. R. Walsh, superintendent of the commissary at Los Angeles, February 25, when she became Mrs. W. O. Eastman. Mrs. Eastman started work with the Southern Pacific Company in 1922 as comptometer operator and in 1923 made a change as stenographer to Mr. Walsh, where she is at present. The couple are planning a honeymoon trip to Yosemite Valley.

Freight Office

The District Freight Office is being remodeled and painted. V. F. Frizzell's office is to be enlarged and all the desks throughout the district office are being refinished in mahogany.

Charlie Palladini, newly appointed perishable freight agent, just purchased a new Studebaker Sedan. Promptly at five o'clock you can see Charlie hurrying down the stairs for home, and to take the new car for a spin.

Pullman Room

M. S. Keyser spent a week's vacation visiting friends in San Diego and other Southern California cities.

The boys on the information board have been kept busy answering inquiries on Mr. Monahan's "Dixie Special," which leaves here April 15, for New York, stopping over a night in New Orleans, where they will finish the rest of the trip on the famous Steamship Dixie of the Southern Pacific. At present there has been quite a number signed for the trip, and calls are coming in every day.

Johnnie Barger's Chart Room is showing the first signs of spring. It has just been repainted and tinted and everything fixed for the summer rush of tourist travel that is handled through this office.

There has been a decided increase in the number of calls for Southern Pacific information, according to the boys on the information board, since the Company has been broadcasting over radio station K. H. J. You can tune in at any hour and get the correct Pacific Standard Time.

The fellows have been using their spare moments studying the new time tables and learning the departure and arrival time so as to give the public the best possible service.

Operating Department

F. B. DeGarmo, assistant chief clerk, has been confined to bed for over a week with the "flu," but has recovered and is now back on the job.

Embarrassing Moments

Our Bulletin correspondent "Art Behr" went on a hunting trip a few weeks ago with James Neely, F. P. Taylor of Mr. Williams' office, and several others down near Indio.

Art pulled the classic of the day. It was supposed to be a quail hunting trip and all was going along well until Art came upon two birds which scared him to death when they flew out in front of him. Blasting away both barrels and pleased with the sight of seeing one of the birds fall, Art dashed to get his prize. Imagine his embarrassment when he found a nice fat owl instead of the quail, which by this time was miles over the canyon.

Rio Grande, New Mex. Divs., El Paso Offices

R. J. Manguno Sup't Off. El Paso

W. W. Robertson, telegrapher, "SW" General Office, El Paso, Texas, died on January 16 after a short illness. He was born in Huntsville, Ala., on December 1, 1886, and came to the former E. P. & S. W. R. R. in March, 1920. He was continuously employed in this office from that date to the time of his death. In his passing we all lose a dear friend, for he was well liked by all. Mr. Robertson leaves a son, Walter T. Robertson, 14 years of age, who is attending school in San Francisco, and to whom we extend deepest sympathies.

W. W. Robertson

H. A. Shields, dispatcher, Rio Grande Division, resumed duty on March 1, after four months on sick leave. We are glad to see you well and back on the job again, Shields.

Recent promotions in the joint superintendent's office are as follows: Earl D. Smith, to Sr. enginemen's timekeeper, vice C. H. Carlton, who was appointed division chairman, B. of R. C.; Eugene Barton, to Sr. M. of W. timekeeper; Mrs. Ethel Montague, to clerk and comptometer operator; and Mrs. Jessie Wellborn to a permanent position as comptometer operator.

C. H. Carlton recently played the role as Dan Cupid. On a certain Saturday afternoon, three weeks ago to be exact, during a rain, at quitting time, Iva Wheeler, steno, was waiting in a drug store for the rain to stop. Carlton was there, too. Henry (Grandpa) Husted happened along at that time and was hailed by Carlton, who arranged for Henry to take Iva home. Carlton said that Henry needed no coaxing. Now as an aftermath we see Iva giving Henry a wedding ring, saying that he must wear one, too. While we did not hear the wedding bells, we are only putting two and two together,—for why should he have to wear one, too, and why were they seen in a furniture store together, and why was he so anxious to take her riding???

Helen Hagood, stenographer, is spending her vacation at home—the little cow town of Fo't Worth, Texas. Understand that the big cattle show is in full swing, and you know that Helen just could not miss that show.

Saw Jack Phillips, asst. engineer acct. of the T. & N. O. Lines, the other day. You know Jack and Essie went to New Orleans to the Mardi Gras and he said that they had one Gr-rr-rand time, which was no less than we expected. From what we can gather, there was little time to eat and sleep, there being so much to see and do at that season. Gee Whiz! Forgot to tell you that Essie is none other than Mrs. Jack and is asst. 5501 clerk in the joint supt. office.

Nope! Miss Mary Keating, head comptometer operator, just won't tell us a thing. We just have to do guess-work all the time. We do know, however, that he writes her one time from Tucson and another from Lordsburg and then there is a space of time in between. Oh well, we'll let you draw your own conclusions.

The latest development of affairs in the Joint Superintendents' Office is that Jack Lane, asst. I. C. C. clerk, has purchased a book with the very romantic title "How to Make Love." The question now is, Who has Jack Got in Mind?

Waldo R. Allen was promoted to secretary to superintendent, New Mexico Division. He was clerk and stenographer to Special Agent R. Green. The Police Department, which held a very high regard for Waldo, presented him with a fine Gladstone bag. Alfonso Ornelas, pass and counter clerk, was promoted to clerk and stenographer to special agent; Miss Mary Grace Ross from asst. insurance clerk to pass and counter clerk; Voss A. Kleinschmidt to I. C. C. clerk; Jack F. Lane to asst. enginemen's timekeeper; Lawrence Smith to asst. I. C. C. clerk, and R. G. Smail to asst. MofW timekeeper.

Mrs. M. L. Quesnel, mother of Miss Elise Quesnel, chief telephone operator, El Paso, died on Sunday, March 4. We extend heartfelt sympathy to the bereaved family.

Members of the Southern Pacific Square and Compass Club of El Paso, which includes employes from points in Southwestern Texas and New Mexico, journeyed to Alamogordo, February 18, in the club's first visit out-of-town. A delicious turkey dinner was served early in the evening. An address of welcome was given the visiting railroaders by W. M. Todd, retired merchant of Alamogordo, which was responded to by J. E. Lingenfelter. Agent Robert Lee Hood, of Orogrande, N. M., was guest of honor for the evening.

I have wondered about Dr. Durant's statement that people over 30 do not fall in love. Now I know that it isn't so 'cause I am of the opinion that Henry is over 30, and look how hard he fell. Seems to me like some of the girls said that he was over that age.

Sacramento Shops

Mark W. Cram, Sup'v of Apprentices

Everybody appreciates the "good roads" that have been built around the stores and shops the past few months.

We hope to see more.

Reviewing the records of the Fraternal Indoor Horseshoe League which closed its season this month we find that out of the 170 players there are 50 of them who are employed with Southern Pacific. The President, Vice-President, Secretary and Treasurer are also S. P. employes. A. Nassi, in the Air Room, won two cups, one for the highest individual average and one for the most ringers scored during the season.

Everybody in the Superintendent's Office would like to know why "Bud" Williams came to work the other day wearing odd socks. Is it a "new style" or is it absent "mindedness."

The 4028, a rebuilt Mallet Locomotive now classified as A. C.-2 (Articulated Consolidated), has just been turned out of our shops. Everybody is anxious to hear how she performed on the "Hill."

Leslie Oakden, machinist apprentice Car Mach. Shop, is recovering from a very severe injury received while riding a motorcycle. We were glad to learn that he would soon be back on the job.

John Peck, one of the Pattern Room "Sheiks," has joined the Order of "The Hen Pecks," having been married the first week in February.

J. E. Stone, master mechanic of the Salt Lake Division, with two of his foremen, Mr. Vance of Ogden, Utah, and Mr. Fife of Sparks were visitors at the General Shops recently.

Ed Manger, one of our Cooper Shop boys, is back with us again, after a few weeks tryout with the "Seals" baseball club.

Baseball is a favorite topic these days, you can get any kind of argument you are looking for on that subject.

Roy Peek, foreman of Cabinet Shop, is back from Chicago where he has been for some months past inspecting dining and passenger cars being built for the Company. The climate or something seemed to agree with him.

The girls of the offices have ambitions to form a basket ball team for next season, to compete with the General Offices for the S. P. Championship. We hope they mean it. We are with you girls, don't give up.

The following apprentices completed their apprenticeship and were given journeyman certificates during February: Roy D. Kimster, machinist; Wm. K. Boyd, machinist; Frank Goncolves, machinist; Michael Loyola, machinist; William L. Norton, sheet metal worker; Vick. Mussillani, sheet metal worker; and Spencer Porter, carman.

The last of the five hundred three new box cars, the last order of cars built here, were completed the latter part of February. They are a credit to our Shops, both in workmanship and in time of construction.

Each Wednesday at noon a number of the "Apprentice Club" boys meet and discuss topics that are of special interest and importance to ambitious young railroad men. H. P. Demand, Y. M. C. A. secretary and Mr. Coram are leading the boys in these discussions. Any young man interested in up-to-date problems that are confronting the young railroad men of today are invited to come and participate.

If the shop baseball grounds are fixed up soon we will start the Inter Department Baseball League games. Who will have their name put on the "Cup"?

A friend encountered a Scotchman just coming back from the Florida golf courses, leading an alligator along.

"What are you doing with the alligator?" he asked.

"The son of a gun has got my ball," replied the Scotchman.—New York Sun.

Western Division

Robt. Rooney Sup't Off. Oakland Pier

We wish to extend our sympathy to J. M. Harper, operator at Livermore, over the death of his young son, who succumbed recently as the result of injuries.

Meet the "Lionel" twins in the person of Lionel "Speed" Brenner and Lionel "Red" Carden, who are now holding down the trainmen's desk.

Our congratulations are extended to W. Merriman, agent at Kirkham Street, who is now a proud grandpa.

We are glad to welcome back to the office Miss Viola Danielson, stenographer, who has been absent for a few months due to illness.

Frank Damon, boiler foreman, has returned from his annual vacation.

Harry Foster, the genial crew dispatcher at the roundhouse, is a great lover of animals, so we are told. Yep, Harry is now raising a flock of cute little "bunnies" for Easter.

Gilbert Hill has forsaken the control of the Mexican Army for the job of yardmen's timekeeper.

Every once in a while we read in the papers of some aviator or explorer who starts off on a "mystery" trip. Well, some of our good brethren on the Western Division hopped off on a "mystery" trip down to Newark recently for the purpose of gathering in some mushrooms, taking with them all of the necessary implements that go to make up a successful trip. Said railroaders returned late that night without mushrooms or even the equipment. Now what happened boys?

C. F. "Buzz" Meeker, our genial friend from up Dunsmuir way, was a recent visitor to the Superintendent's Office. Buzz has just been discharged from the General Hospital following a serious illness and his many friends are glad to know that he is O.K. once more and that his appetite is back to normal.

A. E. Leach, assistant chief clerk, is now the proud possessor of a fine new Chrysler sedan.

O. C. Lehmer, agent at Rutherford, is confined in the General Hospital.

Assistant Superintendent Campbell has returned to duty after a pleasant vacation.

Spring is here. Several of the force are sporting new regalia these nice sunny days, which is a sure sign. Jack Smith has a nice new spring suit, as has Mountain Water Bill Williamson and L. L. "Speed" Brenner. Lloyd Kent is also spreading the news of spring with some nice new neckwear.

The many friends of Miss Mary Connell, formerly employed as a telephone operator at the West Oakland exchange, were shocked to hear of her death on March 4. Miss Connell was one of the most popular young ladies at the West Oakland exchange and her passing is much regretted by all.

One of the Western Division's veteran engineers, John F. Finn, passed away in Oakland on March 16. Mr. Finn was placed on the honor roll two years ago and enjoyed a wide circle of friends in the service. To his sorrowing family we extend our deepest sympathy.

Nothing to report this month on our most popular young man, namely Mountain Water Bill Williamson. Bill will be going on his vacation soon and should then be able to furnish ye editor with much interesting "copy."

Stationery Store

Stationery Store employes have organized a dramatic class and are endeavoring to raise money for the Community Chest. We are very fortunate in having secured the services of Mrs. Margy Atkins, Miss Violet Barker, and Ray Bannistor. They recently played as Topsy and Eva in a real show house on amateur night. Shorty Ray played the role of Simon Legree, Violet as Topsy, and Margy as Eva. Wow! It was a scream and they are now angling for a challenge with any three in the General Office. As usual Miss Steinau was the young lady who helped put it over. Mr. Kappler and Miss Neitzel will gladly furnish all information regarding future engagements.

Ray Bannister, top, Mrs. Margy Atkins, left, and Violet Barker, are the cast of Stationery Store's dramatic team.

Steamer Division

R. D. Carter Sup't Off. San Francisco

First Officer Frank B. Hansen has just registered his Master's License in the office of the Superintendent. We wish to congratulate Frank on being able to obtain this coveted document.

The Motorship "Stockton" resumed service on Oakland Pier automobile route March 10, after quite extensive repairs to one of the Diesel units, drydocking and a new coat of paint which makes the vessel look like a "brand new dollar."

Our Superintendent received a highly appreciative and complimentary letter from Frank S. Quinn, district inspector for the State Motor Vehicle Department, expressing his appreciation for the services rendered by Second Officer Frank Wight on the motorship "Fresno," on the occasion of handling Governor Patterson of Oregon and his party from Oakland to San Francisco.

Fireman Swan Moberg, assigned to the steamer "Oakland," took a leave of absence this month and we understand has joined the ranks of the benedicts. We trust that his honeymooning in the Hudson Sedan was highly enjoyable.

The passenger ferry steamer "Alameda" was taken out of service on February 29 for annual inspection by the United States Steamboat Inspection Service. While the vessel is undergoing inspection and minor repairs she will receive a new coat of paint. We understand that Mr. Pollok will have installed on the main deck opposite the news stand a soda fountain which will dispense not only soda water but ice cream, orange juice, coffee and sandwiches.

A decided improvement has been made in the entire fleet of steamers carrying passengers by extending the electrical overboard bell wires to each end of the ships so that the bells will be more accessible in case they are needed in an emergency. Also two additional life buoys have been installed on each end of the boats on the lower deck.

The Superintendent has received a letter from one of our patrons in Oakland, expressing gratitude toward employes at the Oakland Pier auto station for the many little extra items of courtesy and service given, especially during mornings when our fog schedule is in effect, by notifying them of this schedule and making it possible for them to arrange their deliveries accordingly.

Assistant Engineer Andrew E. Danielson is now at home convalescing, after being confined to the General Hospital since January 19. We sincerely hope Mr. Danielson improves rapidly and will soon be able to return to duty.

Raymond C. Correia visited the Superintendent's office during the first part of this month with a smile on his face. The occasion for the smile was that he had just passed an examination before the United States Local Steamboat Inspectors for Mate's license, which places him in line for a Second Officer's position in the future.

Ticket Clerk Paul Lindenberg of the San Francisco auto ferry terminal office has made request for 30 days' leave of absence, ostensibly to visit his "sister" in New Orleans. But the boys in the office believe Paul is camouflaging this bit and that the real reason for his extended trip is to visit the sister of some other fellow.

Captain Wm. R. Crummey of the ferry steamer "Shasta" has recently purchased a Nash Sedan and is negotiating the high hills over in Oakland testing out the navigating qualities of his new ship. The Captain was heard to remark to one of his shipmates that on account of this new acquisition the bilges in his bank account were about pumped dry.

Through the medium of this column we wish to request our Southern Pacific fellow employes living north of San Francisco, to boost our Richmond ferry service. Many of these employes themselves make frequent pleasure trips to San Francisco by automobile over Carquinez Bridge, and are almost in direct line for our Richmond ferry. The trip across the Bay between San Francisco and Richmond we believe one of the most beautiful on San Francisco Bay. The crossing time is forty minutes and the passengers have ample time for lunch on the boat. They enjoy many fine views of the Bay and Bay Cities, including the picturesque approach to San Francisco.

East Bay Electric

H. W. Larsen West Alameda Shops

Section Foremen Theo Patten and Henry Bunch were nearly indicted for walking off with some spikes. They were walking homeward down the track on payday with many a merry jingle coming from their persons. When stopped and searched it was found that both had cashed their paychecks and received therefor silver dollars and halves. We wonder what kind of a story they put up when they arrived home all tired out from carrying the coin.

Now that the long time cards are in use at the Shops, all are tickled stiff to stand around the clock and get the punches in the right places.

Frank Payne, shop clerk, has obtained a new position as press agent for a Chinese laundry in West Oakland.

L. P. Boyles, oiler, appeared in a new car the other day. One of those mystery Overland sedan affairs. We are told he will be money ahead if someone will buy it for $25.

Wm. Halliday completed his apprenticeship and is now a full fledged car repairer in the Truck Shop.

Elec. Red Hoffman is quite a dog fancier. He gets it from Deme, his brother-in-law, I think. Between the new furnishings in his house and the dogs, he sure has his troubles.

Vic Davidson, leader electrician, will need just about one more old coat before summer comes. Send them in—the fit doesn't matter.

H. P. Kelker, the busy storekeeper, dropped in a couple of times this month, going and coming. Now he carries a grip. Also he has entirely recovered his broadcasting strength.

Donations to Community Chest came in about as follows: Trainmen, $200; Maintenance of Way, $250; Stores Dept., $15; Motive Power and Car, $140.

This is the best showing this Division has ever made to the Chest and all who contributed should feel proud of this new record.

Glad to have as a visitor the other day none other than Henry Loretz, the demon timekeeper. The next fellow we want to see at the Shops is Jack Mitchell. Lots to show him.

W. Short, Jr. and his gang finally broke into the movies. They were testing out a car on the Alameda mole, when the first plane took off and landed at the Alameda Airport. The cameramen used Short and the car plus his gang as a background for the shooting of the event. The next day all laid off and spent the afternoon and evening in a movie show, watching the news reels to see the results.

The shop politicians are picking dark horses for the presidential election. R. A. Allen and Dad Elmore are doing most of the picking—probably because they holler the loudest.

Auditor, Portland

N. J. Normilie Division Office

March 15 the Auditor's Office girl's bowling team celebrated the close of a very successful season by attending a banquet given at the Chamber of Commerce. At the beginning of the season most of the girls were playing the game for the first time and naturally the first few attempts were nothing to boast of. However, once they got the idea they were rolling the ball straight down the alley and soon the averages showed astounding increases. They are to be heartily congratulated upon their success and their progress in ensuing tournaments will be watched with interest. The banquet was attended by a number of Southern Pacific employes who listened with interest to the laudatory remarks from various officials of the railroad.

It seems that Corporal Sidney Nickles, soldier, bowler, golfer, etc., can not keep out of the range of the public eye for very long. It was not so very long ago that Sidney carelessly threw a leg out of joint while engaged in nudging a golf ball around the Glendoveer Golf Course. Then when he had barely recovered from that tragedy he boldly announced his impending marriage and was again in the center of the public eye until after that important event took place, when it was naturally supposed he would gracefully fade from view and lead a quiet and obscure ife. In this we reckoned without the ambitious Sidney, who, finding he could not gain the public print again through marriage, craftily conspired to steal the limelight from one W. L. Pratt, of the Superintendent's Office, who contemplated taking unto himself a wife. So Monday, March 5, Corporal Nickles threw a party to celebrate the surrender of a timid soul who needs must wait till Leap Year to decide upon so important a step. Early in the evening the guests began to gather until about twenty of the boys were whooping it up. Bridge, five hundred, casino and mah jong, etc., were being quietly enjoyed till the untimely arrival of one Thomas J. Duggan, well known Irishman, who burst upon the assemblage wearing a green tie and yellow spats, and carrying a bundle which closely resembled some of the rolling pins already presented to Mr. Pratt, but which, upon investigation, disclosed a gurgle, promptly throwing the party into an uproar. Mr. Duggan was immediately ushered to the basement and Mrs. Nickles, after admonishing Sidney not to indulge too strongly in the fudge, left at once to visit a close friend on the other side of town.

The scene of our story now shifts to the basement and discloses Sidney earnestly stoking the furnace with the untiring assistance of nineteen co-workers. A flash of green from a distant darkened corner reveals T. J. Duggan, well known Irishman, taking his evening nap. The party quietly wends its way back to its mah jong, casino, etc., and returns to the business of presenting Mr. Pratt with a beautiful, beveled mirror and showered him with good wishes.

From the certain remarks passed at the presentation of the Champion's Cup to the winners of the Bowling Tournament by a representative of the Superintendent's Office team, at the organization's banquet the other evening, it would appear that the Auditor's Office should make an abject apology to the young ladies of the Superintendent's Office bowling team. This we will now do.

We must recognize the fact that some of the strongest and most consistent bowlers in the Southern Pacific family are members of the Superintendent's Office girls' bowling team and we can readily see that it must have been difficult for them at times to see an apparent close victory reported as a loss when the fair and just handicaps were taken into consideration, it being of course a handicap tournament. So we hereby hasten to admit that the Superintendent's Office has a fine girls' bowling team and also readily admit that they had no difficulty in winning from us right at the time the wins were most needed. To show our wholehearted enthusiasm over their ability we will not even mention the fact that one of our strongest members became ill and was unable to compete during the critical stage of the tournament. Let it be understood that we regret exceedingly that it was necessary for our team to be assigned a certain handicap which, as we were told, was intended to offset their inexperience and unfamiliarity with the game. At that time, however, we were given the impression that this was a natural procedure in order to equalize the teams and in the interest of good sportsmanship. In conclusion this writer wishes to admit that he was, and is, all wet. The young ladies were good.

H. P. Molsted, supervising accountant, is again in our midst for a short visit and is being welcomed by many old friends and acquaintances who have missed his smiling greeting for the past number of years, while he basked in the sunshine of Southern California. Mr. Molsted has been thoroughly innoculated with the California fever and glibly tells his listeners of the beauties and advantages of the southern state. However, it is noticed that a certain geam of satisfaction comes into his eye as it roves over the beautiful green hills and snow capped Oregon mountains.

The Portland Division Auditor's Office regretted to hear of the recent serious illness of C. C. "Cap" Harter and will look forward to the announcement of his complete recovery and return to the Portland Division.

INDOOR BASEBALL TOURNAMENTS TO BEGIN AT SAN FRANCISCO

The Southern Pacific Club's indoor baseball league, the annual sport feature at the general offices, will get under way in men's play, on April 2, according to Larry Anderson, baseball chairman for the Club.

Sixteen departmental teams will take part in the competition. The teams, divided into two leagues, will play on a split season plan, which calls for elimination of second division teams in both leagues in the first half, with the surviving squads playing through the second half to decide the champions. Play for girls will probably start the latter part of this month.

BAY CITIES BASEBALL LEAGUE LINES UP FOR BIG SEASON

It begins to look like the coming baseball season of the Bay Cities Industrial League will be one featured by strong competition and keen rivalry. William McDonald, who has fathered many good ideas for the league's best interests in the past, is acting president.

The clubs sending representatives for the reorganization of the league were: San Francisco Ferry, Bay-Shore Mechanics, West Oakland Yard Office, Wells-Fargo Express, West Oakland Switchmen, and Oakland Pier Mail Handlers.

Los Angeles Division

Miss D. Ouida Wolfe Sup't Off. Los Angeles

We have just recently learned that Tolliver L. Foster and John A. Walker, train dispatchers, are the literary geniuses of this office. In an essay contest held by the Train Dispatcher's Association our friend Tol shared first prize with W. B. Hughes of Portland, and John drew honorable mention. Considering that essays were submitted from all parts of the United States, we feel that Los Angeles Division has pick of dispatchers when they could make the judges notice us twice.

T. L. Foster

What did Tolliver do with his prize? You'd be surprised. He grew a mustache that turned out to be red and wouldn't match the fringe around his dome, so took the $25 and spent it on Inecto Dye. How could you, Tol, mar your beauty thus. Please ask for a refund.

Towerman J. O. McNabb, of Bloomington, was called to Albion, Illinois, on March 11, on advice that his mother had passed away.

Alice Larson, formerly of our Comptometer Bureau, called on us recently on her return from Seattle where she had been account of serious illness of her brother M. M. Burdick, who is also a brother of E. G. Burdick, general manager of the Inter-California Railway. Alice says she enjoys her work very much in the County offices, but misses the free transportation when it comes to making trips like this one to Seattle.

J. F. Collins, train dispatcher, has returned from a month's vacation spent in the Hawaiian Islands, making the trip in the steamer "The City of Los Angeles." He is no doubt all set for a busy summer business moving melons, etc., out of the Imperial Valley.

Keith Sternenberg, one of the efficient redheads of the file rooms, advises he is about to take the fatal step into the fields of matrimony. The ring was purchased and the engagement announced on March 31, the lucky lady being Miss Jarette Kendall. Every one now can begin saving their pennies toward buying Keith the book entitled "How to be happy, though married."

Dispatcher Al Sautter and his wife presented the correspondent with a beautiful bouquet of the first poppies of 1928, picked from their own flower garden. They were of an unusual size and coloring and show the result of many hours of cultivation which Al and his wife spend in their garden. They always have beautiful blossoms and there is nothing to equal their variegated poppies which open later in the season.

Switchman Fred Prinz, located in the station yards, is reported as being a perfect gentleman, as he "Prefers Blondes."

Louie Paddock, accident clerk, will probably spend some time to come figuring out the following wire received after an accident, "The horse No. 10 killed was a mule and it isn't dead yet."

The dance held by the Southern Pacific Square and Compass Club on March 10 was well attended and much enjoyed, as the music was splendid and the vaudeville acts between dances well selected and presented under the management of Chairman Frank Longo. The prize waltz was won by Passenger Brakeman L. E. Smitley. No doubt all our young ladies will make a grand rush for Mr. Smitley at the coming Conductor's Ball on April 14 for those "Dreamy Waltzes."

Jay T. Snider, passenger brakeman, who retired on pension April 1, has been in the service of the company as a brakeman, since December 7, 1887, over 40 years of successful service. He has never been injured while in service nor has any passenger on his train been injured. When he first began work there were only two trains to San Francisco and one to El Paso daily, and the brakeman had to coal up for engineers. His train was held up three times at Roscoe about 1891, and once at Goshen Jct., and once near Burbank. He has only been disciplined once in all his service and the switch key issued him in 1887 is still in his possession and has been in continuous use.

Mr. Snider is a very immaculate person, and to keep his appearance always right, he has for years worn on his duty out and around the trains, white canvas gloves, so that when waiting on passengers his hands would not embarrass him.

When asked once how he always managed to have a clean pair of gloves on, he stated his first duty on arriving home was to wash these gloves or see that they were washed.

PORT COSTA CLERK GETS "TIP" ON "100 PER CENT ROUTE" PROSPECT

James S. McClain, clerk at Port Costa, is right on the job after passenger business. While he was in conversation recently with a lady who was waiting at Port Costa for the Owl to Los Angeles, he learned that she was contemplating a trip to New York and intended making the entire trip by steamship from Los Angeles. McClain took advantage of the opportunity to explain the attractions offered by a trip over the Sunset Route to New Orleans and then by Southern Pacific steamship to New York, with the result that the lady became very much interested and said she would like to talk it over fully with one of the traffic department representatives. McClain promised he would see that one of the traffic men called on her at her home in Santa Ana, and immediately notified the Passenger Traffic Office of his "tip."

Los Angeles Shops

Bert Ream Roundhouse

Engineer R. A. Gardner passed away on February 15 at the home of his parents near this city. He had been ill for some time prior to his death and had been unable to work since early in December. Death was due to heart trouble coupled with general debility. Funeral services were held on February 18, with brother engineers acting as pall-bearers. Bob entered the service as a fireman on the Los Angeles Division, later being promoted to engineer. In 1909 he transferred to the San Joaquin Division. In his passing goes a man from the ranks who was a man. Bob was well thought of by everyone. Always a good word for everybody; knocking didn't go with him. Bob will never be forgotten.

Engineer J. Davis has been strutting around with a proud chest lately. The Mrs. recently presented him with a bouncing baby boy.

Fireman G. P. Osteen recently purchased a new Oakland coupe. Engineer M. E. Westfall thought a Studebaker was better.

Our notorious collegiate dancing sheik, France Dodson, pride of the midnight brigade, recently walked off with the honors and a silver loving cup at a dancing contest held in Burbank. He and the lady friend certainly did their stuff at the "Varsity Drag." They won the honors over about 60 couples who entered the contest.

The Southern Pacific Square and Compass Club gave their annual dance on the evening of March 10 at Sunset Hall in this city. A good crowd put in an attendance and a very enjoyable time was had by all. Those who couldn't step to the strains of the orchestra did their stuff with decks of cards. A short program of entertainment was also put on by F. A. Longo, chairman of the entertainment committee.

Fireman C. J. Lauire gave the natives quite a treat at the Orange Show in San Bernardino recently. A couple of would-be-champion wrestlers advertised to give anyone they couldn't throw in ten minutes ten dollars. Guess Cecil must have dug down in his pockets and found he was getting short, for he asked to have a try at that ten bucks. Well, to make a long story short, he did get the ten bucks, because Mr. Champion failed to throw him in the ten minute time limit. After that, they offered him 25 pesos if he could stay ten minutes with the other bozo. Cecil was all in after the first tussle, but took a chance. However, the Champion got him after 8½ minutes. That was one time where a little over a minute was worth a nice piece of change.

A sketch by Boilermaker Roberts of what happened at San Fernando recently between "Kid" Wolfe of Pennsylvania and K. O. "Bull" Cheeley, with F. LaBerge as referee

Stockton Division

Local Correspondents

On February 29 the stork paid an official visit to the home of D. F. Bothwell, Stockton, and left a baby boy weighing 9 pounds, which has been named Lloyd. This makes four children in the Bothwell family, which now consists of one girl and three boys.

Fish stories are passed around Stockton Freight Office since L. L. Cox has been trying out radios, as he is now credited with being the biggest prevaricator on the division. About 3.20 A.M. a few days ago, within one hour, he had China on the one hand and England on the other, but aside from his bare statement he has not been able to furnish any corroborative testimony.

R. R. Roberts, third operator at Chowchilla, is on sick leave, being relieved by Operator Mackey.

Telegraph Clerk J. W. Armstrong relieved Telegraph Clerk C. R. Ford, Lodi, a few days in February, while Charles was fighting it out with the dentist.

Telegraph Clerk L. E. McKnight relieved First Telegraph Clerk R. A. Richards, Lodi, for one day.

Cashier J. D. McLean spent Sunday in San Francisco with friends recently.

Clerk W. D. Askew is the proud owner of a brand new sports roadster.

David Peterson, freight clerk, Turlock, took an extended trip to Eureka and the northern part of the state. He left Eureka just in time to escape the prohibition raid.

S. Ackerman, receiving and delivering clerk, is on a vacation visiting friends and relatives in Sacramento and nearby points.

The Stanislaus Implement Co. of Turlock and Modesto are putting up a large business building and warehouse at Main St. This is one of the largest buildings erected in Turlock for some time.

Traveling Auditor Holmes was over the division recently destroying old records. His mission was a very worthy one and the Agents like to see him on such errands.

Mark T. Wood, warehouse foreman, Madera has received word that a four hundred barrel oil well has been brought in on his property at Santa Maria, and that drilling will commence immediately on another well. Station force here expect to have cheap oil for their Lizzies soon.

Telegrapher C. M. McMillin recently returned from his honeymoon spent in Texas.

DUPLICATING BUREAU TEAM WINNER OF BOWLING CHAMPIONSHIP

Nosing out the Freight Claim team by one point, the Duplicating Bureau bowling team No. 2 won the Southern Pacific Club bowling tournament on Tuesday, March 13, by winning 36 games and losing only 20. The Freight Claim team was second, with 35 won and 21 lost, and the Freight Accounts team third with 34½-21½. Rhem, Glasgow, De Mello and Kieny topped the list for best high average scores.

Much credit is due Lester Hoffman, who served as chairman for the play throughout the season. The intricate job of handling team and individual averages throughout the tournament was handled in faultless style.

According to Hoffman, interest in bowling is still continuing, with many departments affording competition among their personnel, preparing for the trophy tournament to be held next August.

Shasta Division

F. Brown Sup't Off. Dunsmuir

Miss Florence W. Renard has accepted a position as comptometer operator in the timekeeping bureau.

Geo. W. Chambers, train rider and investigator, has been transferred to line of construction with headquarters at Alturas. He was relieved by Carrol F. Silva with headquarters at Dunsmuir.

William K. Anderson, car builder, rounded out thirty-three years of active service on his retirement, which became effective February 29. Mr. Anderson entered the employ of the Company in September, 1895, and spent all of his service with the Car Department at Dunsmuir. On the date of his retirement, various officials and his fellow-workers gave a banquet in his honor at the Weed Hotel, Dunsmuir, during which he was presented with a meerschaum pipe, cigars, and tobacco.

C. A. McDaniel, dispatcher, is a likely prospect for the purchase of an automobile, but so far the various new and second-hand models that have been brought to him for inspection have failed to meet with his requirements. Dispatchers Scott and Lebourveau have given him some assistance by making his wants known to automobile salesmen, whom he now entertains on his layoff days.

J. W. Hanna, manager of the "DR" telegraph office, has returned from a much-needed vacation of three weeks spent in Los Angeles, Stockton, and the Bay section. While in Los Angeles, "Mark" availed himself of the opportunity to look over the bathing beauties, which probably has something to do with a reliable rumor that he is contemplating a trade to the Los Angeles Division.

D. L. Wisenhunt, relief dispatcher, became the proud parent of a daughter born at Dunsmuir February 17. The little visitor, "Norma Jeanne," weighed six and one-half pounds. After receiving felicitations, Mr. Wisenhunt followed the usual custom of regaling his friends with candy and cigars.

Conductor Frank R. McConnell, who has been under medical treatment for many months at the General Hospital, was retired on pension after completing 28 years of service. McConnell entered the service as brakeman, June 6, 1900, and qualified as conductor, August 1, 1907.

Miss Dorothy Warren and Charles Neal, Jr., were recently married at Eugene. Chester Yeakey, below, electrical foreman, acted as best man.

Charles Neal, Jr., son of Roadmaster Neal, at Redding, and Miss Dorothy Warren, daughter of General Foreman Louis Warren, motored to Eugene, March 4 where they were married by Judge L. T. Wells. They were accompanied by the groom's mother and brother and Chester Yeakey, electrical foreman at Tunnel 4, who was chosen as the matrimonial pilot. After a short honeymoon the newlyweds returned to Redding where they were tendered a reception by the groom's parents. The bride is a young lady of great charm, has traveled extensively and is an accomplished musician. The groom is employed in construction work at Tunnel No. 4.

B. S. Baumann, trainmaster in charge of the Redding District, is the proud possessor of a beautiful fountain pen desk set and brief case that were presented to him by employes at Indio upon the occasion of his promotion to the Shasta Division. Mr. Baumann wishes that this general acknowledgment of appreciation be made to all those who were instrumental in making this presentation and for the kindly expressions that accompanied them.

J. H. Hickey, signal supervisor, has returned to his duties after attending the annual convention of the Signal Section of the American Railway Association held in Chicago.

Wm. Van Breeman, assistant engineer, has been given supervision of the construction of trackage for the connection with the Great Northern Railway at Klamath Falls.

Miss Violette Mooney, head comptometer operator; H. G. Carter, superintendent's secretary; M. P. Bonney, electrician; Mrs. Alota Wordsworth, insurance clerk, have entered the General Hospital for treatment. J. H. Getchell, M. P. electrician; E. F. Carter, section stockman, Store Department; C. F. Meeker, station timekeeper, have returned from the hospital and have now resumed their respective duties.

In the first of a series of bowling matches to be played by picked teams from the Sacramento offices and the General Offices, the San Francisco boys took the first three games played at the Bay city March 10. The railroad bowlers have made very good showing in their respective local leagues during the season and will now engage in a little "family" rivalry.

GENERAL OFFICE BOWLERS CAPTURE SERIES FROM SACRAMENTO

Winning eight points out of twelve and bowling for a total pinnage of 7130 pins, three picked teams of bowlers from the General Offices defeated a like number of teams from Sacramento on March 10, at the Recreation Alleys, San Francisco. The Sacramento teams rolled for a total pinnage of 7027, 103 pins behind the winners.

Highlights of the games were a perfect score turned in by Hegen, total 235. Six strikes in a row by Carroll, who was also high man of the series with an average of 202. The consistent bowling of Smallwood, who scored 189-191 and 184, and Reeves who scored 170-185 and 199 for the three games. Turkeys were scored by Messrs. Lamb, Briggs (2), Luggs (2), Gelzinnus (2), Carroll (5), Smallwood (2), Schottman (2) and Overman (2).

The Sacramento bowlers were under the management of C. E. Knoff, while H. B. Langheldt of the general offices had charge of the tournament and the general office bowlers. A return game between the teams has been arranged for the seventh of this month at Sacramento.

Total scores as follows:

General Office		Sacramento	
Carroll	605	Reeves	554
Smallwood	564	Lugg	539
Schottman	532	Laube	535
Overman	519	Briggs	521
Hegen	504	Sutter	493
Sanborn	481	Fleck	491
Sears	475	Hargrave	485
Welter	463	Gelzinnus	475
Dickson	458	Valentine	449
Gendron	446	Knoff	443
Jackson	445	Rossi	438
Biegler	428	Pease	435
Porter	419	Gavorick	432
James	398	Sturm	370
Wemmet	393	Schurger	367

DISABLED VETERAN THANKS HIS FRIENDS FOR COURTESIES

Charles H. Fowlie, retired veteran of Los Angeles Division, who lost his right arm in a train accident, writes the following in appreciation for attention given him by fellow-employes:

"Through the columns of the Bulletin I wish to express my appreciation to all friends for their kind messages of sympathy regarding the loss of right arm, in a train accident, retiring me from train service after forty-two years and six months; thirty-eight years with the Southern Pacific. I am thankful for the messages conveyed by cards, letters, visits at hospital, and home inquiry, and beautiful flowers, and to Superintendent Boles who sent his car to convey me from hospital at Lancaster to Los Angeles."

Ogden Union Depot

Miss C. Adams D. V. Hartertson

Hugh Van Zandt, trucker, who had been retired from the service account ill health, passed away at his home the latter part of February. He leaves a wife and one child. Mr. Van Zandt has been ill for the past two years and, upon his retirement from the service last year, received the total amount of his life insurance carried under the employes' group insurance plan, account permanent disability.

Mrs. John Evertsen, wife of cooperer, and son George, caller, were called to Sparks, Nevada, account sickness in the family.

F. S. Laird, retired chief revising clerk, together with Mrs. Laird, have returned to Ogden. Mr. Laird says that, while California is very nice, there is no place like home, and his periodical visits to the office are enjoyed by everyone. "Doc" has won a place in the affections of the whole station and we are glad he is with us again.

Lloyd Burton, clerk, is the proud father of a baby girl.

Rhees Fife, ticket clerk, announces the arrival of a boy at their home on Valentine Day.

Leap year involves not only complications for the lovelorn, but developed a condition which Interchange Clerk H. J. White could not quite figure out. Mr. White was very much perturbed when compiling his daily reports for February 29, as he was unable to make a comparison with the same day of last year. The report for the 29th, however, made a favorable showing, so Mr. White won't have to worry about it for another four years.

Switchman W. H. Daffron has taken leave of absence to visit his parents at Indianapolis, Ind., and will accompany his wife and children back to Ogden from that point.

Manifest Clerk S. G. Gerding is undergoing a minor operation and we trust the outcome will be satisfactory.

Yard Clerk Robert J. McFarland is the father of a fine baby boy.

We extend our sympathy to Charles W. Allen, yard clerk, and his family account loss of his father. Death occurred at San Diego. Also to N. J. Hunt, P. F. E. representative at the yard office, due to the death of his mother.

BASKETBALL CHAMPIONSHIPS MAY GO TO SAN FRANCISCO GIRLS

With present second place ratings in two divisions, Southern Pacific Club teams in the Girls' Industrial Athletic Associations have possible chances for the championships in the "A" and "B" divisions, providing they get by with victories in the last scheduled games to be played late in March. "C" squad will probably finish in third position.

All three teams made a clean sweep of their games on March 14, when the "A" team beat the Associated Oil sextet by a score of 19-13, and "B" won over the Bank of Italy 20-17, while "C" had little trouble defeating the California-Hawaiian Sugar Company by a 16-4 tally.

The "B" win was over a team that had previously defeated them. The "A" squad have their chance on March 28 of turning the tables on a team that had formerly defeated them, when they tangle with the Pacific Telephone & Telegraph team in the last game of the tournament.

Portland Division

L. W. Johnston Sup't Off. Portland

Boilermaker Helper C. Reid, Eugene, is the proud father of a 9 pound baby boy, born February 19.

J. Shakespeare, division examiner, who has been confined to the General Hospital, for the past two weeks has now returned to former duties.

Jerry Mann, to inquisitive bowler: "Our team would have won last Thursday night if Captain Kelley had not been in the arms of a lady."

Inquisitive Bowler: "Who?"

Jerry: "Mis-fortune."

Chester P. Snyder, car foreman's clerk, and Harry C. Snyder, relief engine crew dispatcher's clerk, Eugene, were called to Massillion, Ohio, account serious illness of their father.

Our sympathies are extended to Elizabeth Werren, first calculator operator, in the death of her mother.

In honor of Miss Tressa Jeter, whose marriage to Harold Jones took place March 10, Miss Larea Cayot gave a surprise shower. Shortly before the gifts were presented and opened, a wedding march was played by Miss Elma Cayot, and in marched a bride and groom dressed in the height of fashion, the bride being Miss Larea Cayot and the groom, Miss Bertha Fountain, who passed in and out among the guests. The bride carried a beautiful shower bouquet, which at first glance appeared to be composed of chrysanthemums and other shaggy flowers, but was in reality composed of numerous kitchen cutlery and utensils, all of which the bride-to-be had to untangle from the bouquet. Many very useful gifts were received, among the lot being a rolling pin sent by an unknown gentleman, who evidently knows. Miss Beatrice Lash rendered very effectively "I Love You Truly," and little Miss Celia May Soll rendered several other selections.

The employes at Eugene roundhouse were surprised to hear the announcement of the engagement of Wiper Harry A. Barrell to Miss Helen Russell of Eugene, the wedding to take place at a later date. Miss Russell is the daughter of Mrs. Fred Rowley of Eugene, and Harry is the son of A. J. Barrell, electrician, Eugene roundhouse.

Ross S. Steadman, information clerk, Passenger Chart Room, and recent benedict, was complimented recently when his fellow associates presented him with an electric waffle iron, together with the fixings.

E. L. Smith, asst. head file clerk, failed to show at the office one morning, and his whereabouts were somewhat of a mystery, until a couple of his co-workers proceeded to pass around the cigars and candy. It later developed Leonard had been hit with one of those famous arrows and could not resist, which resulted in his marriage to Miss Violet E. Gilbert of Lebanon, February 18, at Portland. A beautiful set of silverware was given them for their bravery, also best wishes for happiness in their new undertaking.

Rumors have been circulated that Tom "Mouse" Duggan, local talent in the Division Auditor's Office, took five of the boys to lunch a few days ago, generously insisting upon paying all costs, including a two-bit tip for the waitress. Since no traces of insanity were found, the keen thinkers of the office believe he was framed. Mouse always was unlucky anyhow.

The mother of Alfred C. Johns, MofW timekeeper, B. & B. Gang 6, Brooklyn, has been away on a visit for the past six weeks, and he had forgotten what a real meal was, so Frank McCormick, foreman, invited him over to get one. The poor fellow overlooked the fact he had been fasting, and oved-did it, with the result he was unable to report for work next morning. We almost forgot to mention Alfred has decided to embark on the turbulent sea of matrimony, and has set a day in August for the occasion.

Harold M. Davenport, clerk, Eugene Station, has returned to his former duties after being away for 60 days account sickness.

Our sympathies are extended to Fred A. Feikert, asst. division engineer, in the loss of his wife. Also, to Edward Whitsell, B. & B. carpenter, in the loss of his father.

Calvin Webber, 20, son of C. O. Webber, Engineer, has just had a story accepted by the Atlantic Monthly Magazine. This promising young author formerly resided in Roseburg with his parents until recently, when the family moved to Eugene. Calvin received his early education in Roseburg, during which time he was greatly interested in Boy Scout Work and obtained the highest honor awarded to scouts, that of Eagle Scout. He received the honor in a final test in a foot race in which he was badly handicapped, having one foot injured as a result of paralysis suffered in early childhood. At present the young man is attending high school in Medford, being in his senior year. He intends to finish his education in an Oregon University and take his final work at the University of Edinburgh, Scotland.

J. A. Ormandy, general passenger agent, and Mrs. Ormandy are receiving congratulations upon the advent of another junior member to their household. Little Miss Janet arrived February 20.

Ernest Lindsay, asst. I. C. C. clerk, is expected shortly to be down with a bad case of hang nails, if he does not quit reaching so far into the slots of pay telephone boxes, trying to get his nickel back.

Fred R. Duncan, foreman, Ex. Gang 7, located at Coos, commonly known as the Sahara Desert, has just received a patent on his invention of a new type of tie plate which is so constructed as to act as an anti-rail creeper.

C. C. Hayden, sub-station foreman, has been transferred to Fruitvale Power station as chief operator, East Bay Electric Division, Oakland.

The old familiar tune of "Going out my way" from Al, Ernie or Cecil has been lacking around the Time Bureau at quitting time, since new license plates are in vogue. Yes, we agree the weather has been somewhat inclement, however, with back pay checks in evidence we are looking forward to the usual tune, as well as sight seeing trips during the noon hours.

The new hot water boiler washing system at the new roundhouse at Eugene is nearly completed and will be ready for use in the near future.

We are pleased to note the Portland Division led the Operating Divisions in the number of Safety Suggestions offered during the year of 1927, as revealed in the list appearing in the February issue of The Bulletin, this Division being credited with 376 suggestions. These suggestions mean furtherance in safety, which is a protection to each and everyone of us, our fellow employes, as well as the traveling public, and property.

Jim Marsh, lead air brake inspector, Brooklyn, is still in the market for a good used Dodge Sedan. Will some one please come to his rescue so we can hear of something else for a topic?

Ralph C. Knight, assistant engineer, has been appointed successor to Mr. Othus, and George Fair, assistant engineer, received appointment succeeding Mr. Knight.

Granville Cheeley has transferred from the Superintendent's office to the B & B Department, Gang 9, now located near Summit.

Cupid has been very busy during the past month, and was successful on another victim in our midst. W. L. "Bill" Pratt, trainmen's ICC clerk, was married to Miss Frances Arthur, the marriage taking place in Seattle, March 10. We are informed Bill was very shaky in the knees when the minister put the usual questions up to him, and had a slight touch of the palsy when he endeavored to place the ring on her finger. The newly weds were presented with a beautiful electric percolator set and a toaster.

L. L. Klinge, B. & B. pile driver foreman, has returned from the San Francisco Hospital after having had his tonsils removed.

Joe D. Higgins, B. & B. clerk, chief adviser to O. V. Chesney, has finally replaced his rattling good car with a brand new Chevrolet coupe. He also blossomed out in a new suit at the same time, and Joe states "it was thrown in," and we don't know whether he meant he bought the suit and the car was thrown in, or vice versa.

Herbert Axtell, roadmaster's clerk, Hillsboro, has joined the ranks of the benedicts.

Conductor and Mrs. W. I. Hood recently returned from an extended vacation trip and it is noted that at last the ancient Overland has been discarded as "Bill" now boasts of a new Hupmobile 6 Sedan, which he states is a birthday present to his wife.

Angus G. Johnson, asst. head timekeeper, has been confined in the General Hospital due to stomach trouble. We are glad to hear he is doing nicely.

Percy M. Othus, office engineer, has left the service to accept a position with the Shell Co., as assistant to superintendent of Construction and Maintenance of the Northern District, which is comprised of the states of Oregon, Washington and British Columbia, with headquarters at Seattle. Mr. Othus first entered the service in 1912 as draftsman, remaining in that capacity until 1917 when he left the service to accept employment elsewhere. He was re-employed as draftsman in 1918, was promoted to estimator in 1920, receiving appointment of Asst. Engineer in 1922, and appointment of Office Engineer on July 16, 1927. We join in wishing him the best of success in his new undertaking. His co-workers presented him with a fine brief case and a Conklin pen and pencil,—the presentation speech was made by G. Haselton, Asst. Division Engineer.

Now that the bowling tournament is about to come to a close, the usual spring baseball training will soon be under way. It is the intention to join one of the City Leagues, and we are looking forward to a team which will top the list at the close of the season.

Ed. J. Paintor, head timekeeper, informs us he was not with the boys who went to Salem to bowl. Don't let this worry you, Ed, as you were not the only one who was not there. Why even some of the boys that did go, were missing (the pins).

R. P. Bruce, blue printer, has been granted a leave of absence and has departed for Honolulu, where he will visit with relatives.

Cupid certainly has gained considerable notoriety around the big office this month. Miss Tressa Jeter being the latest victim to embark on the turbulent sea of matrimony. Tressa was married to Harold Jones, former employe, the wedding taking place at Portland, March 10.

Our Bowling Tournament ended March 8, with Captain Painter and his team on top, and from the scores that were turned in, it was a good thing for the Champs that the season ended then, as they lost their last two games and were in no condition either mentally or physically to battle off a tie with "Andy" Duval's team, who finished a close second, but lacked the punch to take the final game from Crowley's team which officially landed in the cellar position.

The Superintendent's office girls' team displayed their superiority and won the final game from the Accounting Department girls and walked off with the championship. Although the percentage sheet shows a close margin, we think that our girls are the best and that the Accounting Department girls were lucky to stay in the race to the finish.

We are now looking forward to the annual banquet and entertainment which was announced in the last issue of the Bulletin. Those who have planned to attend are assured a wonderful time and those who fail to be there will learn from the others that they certainly overlooked something.

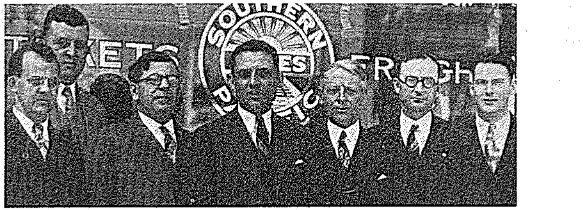
Oh Lord Give Andy just one Strike!
Yes with 113 average we'll sure need it!
Mast
Crowley
Duval
HAROLD '28 KELLEY

At the Winter Garden Alleys, Salem, Oregon, on March 11.

Manager H. D. Juengling of the Portland Recreation Co. selected Misses Cayot, Borns, Kirkman, Forsyth and Snyder and Messrs. Duval, Demmon, Mast, Nickles and Crowley to represent the Portland Recreation and S. P. Co. at Salem, Sunday, March 11. The Salemites were a little strong and with the support of the Home Guards and being on their own alleys, took the Portlanders, and took them quick. The bunch looked sick Monday morning but reported a good time was enjoyed by all and wish to thank Mr. Juengling for the trip.

We men have just solved a mystery and now can understand the reason the fair sex choose electrical appliances when they go on an expedition selecting wedding gifts. There have been several percolators, waffle irons and toasters presented lately, and the boys who have to get up and prepare their own breakfast certainly appreciate the thoughtfulness of the girls in seeing that they have these modern conveniences.

Miss Marie Lowes, stenographer and file clerk, Master Mechanic's Office, Brooklyn, has been granted a leave of absence and will leave April 10 on a tour which will take her entirely around the United States. Marie will first go to Los Angeles, thence to New Orleans, Florida, Washington, D. C., New York, Indianapolis and returning via the Canadian Pacific Railway.



Southern Pacific force at the new joint station with the Pacific Electric Company at Long Beach. Left to right—Charles S. Wallace, ticket clerk; J. T. Dunn, secretary; Guy A. Richter, ticket clerk; Lawson Overman, district passenger agent; C. W. Runge, district freight agent; Harold Shoopman, city ticket agent; and Francis J. Early, ticket clerk.

Salt Lake Division

G. L. Snively Sup't Off. Ogden
A. W. Haight Sparks

Leslie J. Mann, chief clerk to Division Auditor, was unanimously elected Exalted Ruler of Ogden Lodge 719, B. P. O. E. at their annual election. This correspondent was appointed editor of the lodge's monthly organ, The Booster. Joseph K. Parkinson, head stenographer, and Leo J. Carney, assistant chief clerk O. U. R. & D. Co., are associate editors.

Alice Wilson has taken up the good work where Carrie Nation left off. Working on Charlie Wright, Don Hastings and Lee Flinders, Alice has finally cured them of smoking; that is, they have quit smoking and started to chew instead.

Ezra Barlow makes public why he failed to bring home the venison. As the story goes, Ez and Ray Rogers went out in search of a deer one morning. Reaching their destination just as the dawn was breaking they each took to a ridge, proceeding cautiously with eyes and ears alert. Soon, Ez heard a rustling of leaves and three deer ran across his path headed in Rummy's direction. Not getting a chance to shoot, Ez waited expecting to hear Rummy going into action, but no sound broke forth on the still morning air. Ez finally went in search of Rummy and found him as shown—sleeping soundly.

Photographic evidence of why "Rummy" Rogers failed to bring home the venison.

At noon hour there is a general rush for the newspaper. Ed Garcia is greatly interested in the destiny of Bank of Italy; "Peepstone" McKendry and John Koster go for the dispatch from Tijuana; Howard Spracher prefers the sports section and the late comers get what's left.

A demonstration of efficiency took place at Ogden, February 25. Dining Car SP 10027 was received from connecting line with five pairs of condemnable slid flat wheels. The car was cut out and sent to shop at 9:50 a. m. Five pairs of wheels, including one equipped with axle pulley for electric lighting, repacking and necessary brasses were changed and car completed at 11:08. Air brakes were tested and adjusted and the car was ready to go at 11:23 a. m. The entire transaction covered only 1 hour and twenty-three minutes. Mechanical department believes this to be a new record for this work.

March 7, Miss Beatrice Chilton, daughter of F. A. Chilton, Master Car Repairer, was married to Verne Jones, widely known dining car steward, in First Presbyterian Church at San Francisco. Beatrice was formerly a stenographer in Ogden store department.

Legion Hall, Ogden, March 2, was the scene of a "Hard Times" party given by the clerks, their ladies and friends. The evening was spent in dancing and games. Edna Hendricks was awarded the ladies' costume prize and Bill Burbidge the men's. Refreshments were served at a late hour.

Henry H. James, who was appointed deputy city treasurer under the new administration, has resigned and returned to his first love, the railroad. Jimmy has taken over duties of engine dispatcher at Ogden.

We have with us this evening Charlie Johnson, water service foreman, who will tell us how to raise rabbits. Charlie's fancy recently took to rabbits, so, to begin on a big scale, he took home a pair. This was three months ago. When Charlie last took the census he gave up as he passed the hundred mark.

Well, the new coupon system of timekeeping has been installed and Herbert Blake Parker, late manager United Cigar Store, is in his glory. Herb thinks that his past experience in handling coupons should make him an asset to the time bureau.

Another tale of woe: Joe and Catherine Boerens decided to take in the Mardi Gras. They got as far as El Paso and were taken from the train suffering from ptomaine poisoning. That's what they say; but how do we know they didn't go over to Juarez and put their money on a long shot?

News from Sparks

The apprentices at Sparks have formed a club, the object of which is told in the preamble: "The better to become efficient mechanics, to promote educational advantages, and to have a social contact with each other."

On February 19 they motored to Truckee for the Winter Carnival, where a good time was enjoyed. On March 2 they entertained at a swimming party and are planning a banquet for the latter part of this month, inviting the supervisors and all the mechanics. A good program is being arranged by Apprentice George Rogers, who will be toastmaster.

Jerry Corron has his chest thrown out like a pouter pigeon. This is to celebrate the advent of a son February 20. Jerry says he is going to be a radio announcer. He can tell because G. K. Jr. demonstrates in the evening and far into the night.

To Mr. and Mrs. G. M. Cagley, a son was born on February 4, whom they named Glen Jr. From the way this fellow swings his mits, G. M. Sr. is willing to place a bet he will be a nut splitter.

Clement Hillman, 5501 clerk at Sparks, is in the hospital, suffering from a spider bite.

L. T. Fife, general foreman of the shops, has returned from a tour of the roundhouses in the Bay District with valuable information for his department. Numerous changes have been made between the shops and roundhouse.

Dame Rumor has it that Jane Ward is to change her name.

Apparently not content with her quiet mate, the wife of the general yardmaster has, according to the latest advice and boasts of having got the most distant broadcasting station, acquired another broadcaster. It is not known whether the acquisition of the second broadcaster was for the discouragement of the first acquisition. However, it would appear that the combination of the two will either discourage her in both or provide her with sufficient company to eliminate the lonesomeness of her household.

WALTER HANNA IS STATION MASTER AT SAN FRANCISCO FERRY

It is not generally known that Walter J. Hanna has for several months been station master at the San Francisco Ferry, relieving W. H. Voiles who is on an extended leave of absence on account of sickness. Hanna started work at the Ferry Station in March, 1913, and became assistant station master in July, 1918.

Coast Division

M. H. Berman Watsonville Junction

Yardmaster H. W. Maxwell, Watsonville Junction, has resigned, effective March 1. "Speed" feels the Southland calling him and expects to go back to the notorious town of San Pedro.

R. L. Mead, yardman, Watsonville Junction, has been appointed yardmaster at San Luis Obispo to succeed Yardmaster B. J. Smith, who is transferred to Watsonville Junction, vice H. W. Maxwell.

Roundhouse Clerk John Donahue found a 10 year old girl sitting on a main line rail at Watsonville Junction weeping copiously and upon investigation, it developed she had left her home at Carmel because "mother had scolded her," and was on her way to Oakland. John turned the little miss over to the special officer who notified the girl's parents. We haven't heard yet whether or not she was scolded again. We do, however, have to comment on John's vigilance.

Assistant P. F. E. Agent Mitchell, Watsonville Junction, Trainmaster's Clerk M. H. Berman, Watsonville Junction, and Agent Roy H. Davis at Watsonville, don't seem to be able to buckle down to work lately. The three of them got into some kind of amateur minstrel show uptown and they go around mumbling to themselves and making faces. There will be a great relief felt when they get it over with.

WUXTRA! WUXTRA! The PFE washed the windows in their office at Watsonville Junction. The light was so strong the first day, they kept the blinds down. Now Assistant Agent Mitchell thinks he's a martyr because he knows the process necessary to clean windows.

P. F. E. Inspector K. Bunderson, Watsonville Junction, has just returned from vacation spent at his home, Montpelier, Ida., and points along the line.

Engineer W. J. Kimball, of Santa Cruz, met with a serious automobile accident February 12, but has fully recovered.

Traveling Carpenter Tom Weist is to be seen back on the job again after a somewhat protracted sojourn in the General Hospital.

Down in Watsonville Junction yard there is a switchman named "Chic" Doody, who has so far forgotten the dignity of his calling and the feelings of his fellow switchmen as to bring his golf clubs to work with him, and immediately when work is finished he makes a bee line for the nearest golf links.

In order to understand the feelings of his fellows it is only necessary to say that golf, being a game played by our most useless citizens, they figure that anyone who plays it is a disgrace to the profession, as it lowers his dignity to the level of men like John D. Rockefeller and other millionaires. Switchmen are supposed to spend their spare time to better advantage by telling each other how they would run the railroad if they owned it, and what they think of certain officials.

But in spite of the dark looks of his fellow switchmen, "Chic" has persisted until he is recognized as a golfer of no mean ability and has killed as many golf's as the next fellow. He swings a mean club and when he hits the ball on the nose it generally tries to find the nearest hole to crawl into, which may account for some of the low scores he has turned in. As Gene Tunney tried to elevate the prize fight game by playing golf, so "Chic" is trying to elevate the railroad profession.

Auditor, San Francisco

J. Pine Annex C H. J. Turner

George Stabler, our new register and abstract clerk, says he has missed his breakfast every morning since he has been on the job, on account of his rush to get to work. He claims he has seen more figures lately than hang out at Atlantic City, and can't sleep nights trying to find out a way so that he can write with both hands. His wife has promised to let him have a night out the first month he balances, but George doesn't care much about going out anyway.

"Speaking of storms," began Lary Perault Underhill, our erstwhile deep sea mariner and self styled violinist, "We encountered a terrible typhoon (nothing like Ty Cobb) somewhere off the barren coast of Switzerland and the ship lost a propeller. This delayed us considerable as we had to come to a stop, jack up the ship and put on a spare!

Friends of Johnny Tullman will be glad to hear that he is convalescing nicely after treatment at the Central Emergency Hospital for severe lacerations of the right thumb, sustained during a furious battle recently, when he tried to light his trick cigarette lighter.

We are informed that our congenial coworker—M. J. B. (Coffee) Williams came very close to getting a new auto last week. The only reason he didn't was the fact that the dealer would only give him a trade in value of $2.98 on his old machine. It was feared for some time that he was losing his mind over the deal, the shock was so great. After gaining his composure a few days later he explained that he should have received at least $3.50 for an auto like his, as he has only had it nine years and the brass trimmed radiator is as shiny as ever, so he has decided to keep it a few more years, even if it wont run, and sell it as a relic. Jim has threatened to equip it with electric headlights and do away with the old coal oil lamps. Just recently he overhauled it and when he got through and started to look for some of the bolts he found out that he left them all in the crank case so he had to take the engine down again.

Sandy (Mac) Lawton contends that what this country needs most is a good, cheap substitute for money. He recently obeyed that old slogan "Give till it Hurts," when a community chest worker called at his home. Dick gave him a nickel and then took two asperin tablets.

The rumor persists that Sandy Day got a pair of spats as a recent anniversary gift and had half soles and heels put on them. And then 'tis said that Scotty Linklater fries his bacon in lux to keep it from shrinking. Harry Turner claims that a chicken in the front seat is worth two crossing the road.

Embarrassing Fables by Harry Gomez—Recently, while looking over some records at Oakland Pier, I only had a few seconds in which to make the boat back, so I rushed out onto the apron and there was a boat about five feet out. Well, I took a running jump and landed safely on deck. Imagine my embarrassment when the captain walked up to me and said: "What's all the rush, young man, the boat's just coming in!"

Miss Bell: "Is it true that when you were in the navy you had a girl in every port?"

Gomez: "Na-ah, we didn't stop at every port."

It is rumored that Ed "Doc" Mattos has been neglecting his duties around the "Hacienda de la Mattos" of late, since he purchased his new 1923 Essex coach, and he has no time to tend to the garden any more, as he spends every Sunday riding around the country. He is going to return the pansy plants he bought two weeks ago and trade them in for a spare tire. He says "as long as she goes we'll travel," but we have a hunch it wont be long till "doc" will have plenty of time to work around the garden.

We were all happy to welcome C. C. Linthurst back to the fold, after spending a few months at Oakland Pier working up a special statement. Jerry Crane seems very down hearted though since Lin came back as there is great rivalry between these two as to which one is to be the "Beau Brummel" of Annex "C."

Two new faces have entered our fold, they being Don Fisher, who is taking one of the new jobs created when the coupon plan of timekeeping was installed, and Ellis McNabb, who is taking Freddie Thomas' place in the Store Bureau, Freddie taking the other coupon job.

Now that good weather has arrived Charlie Cross has informed us that he will discard his rubbers, umbrella, raincoat, and ear muffs till next winter.

On his way to work Cap Hoffman saw a policeman dragging a timid soul off to jail, and right away quick his conscience troubled him so he hurried up to the Income Tax Bureau to revise his report; for the principle of the thing and not, the money. At any rate, he was 15 minutes late for work, which necessitated holding up bay traffic until "Cap" got back on the job.

Sacramento Division

J. Lothrop Sup't Off. W. W. Boyd
Miss M. J. White, Freight Station

Approximately 2500 people attended the eighteenth annual ball of the B. of L. F. & E. which was held at the Memorial Auditorium March 10. The hall was decorated with flags, lanterns and other objects representative of railroad life and presented a very striking scene. The affair was attended by the enginemen, their families and friends, and a number of railroad officials, including Superintendent W. L. Hack, were also present. The committee in charge was composed of F. E. Niles, chairman, assisted by G. D. Fugitt, Clark Eyerly, T. B. Monk, G. C. McKinley and C. M. Joslyn.

St. Patrick's Day brought forth a number of the champions of the gent who drove the snakes out of Ireland. Thomas A. Ryan, accident clerk, and J. D. Lane, bills payable clerk, were among those who didn't forget "the wearing of the green." We missed seeing Andy O'Brien, assistant special agent, but are sure that he wore the tie which has graced his neck for the past fifteen St. Patrick's Days.

We wish to rectify an omission in last Bulletin wherein we failed to give credit to Miss Dorothy Keating, the District Auditor's representative, in the arranging of the Christmas party reported in that issue.

Friends and employes at Sacramento are glad to see Mrs. Dorthera Becker, matron, back at her post again.

Miss Ruth Elmer, of the Traveler's Aid, had a wonderful trip to Los Angeles, two flat tires en route.

Ever since Lyle McKinney, station ticket collector, returned from his honeymoon through Portland and Canada he is having trouble with his Ford.

George F. "Palmolive" Rupert, stationmaster, is now singing that favorite song, "Have you got a girl?"

Jimmie Miskell, assistant stationmaster at Sacramento, has been to a fire sale and will soon break forth with a new uniform, $1.00 down, and the rest when they catch him.

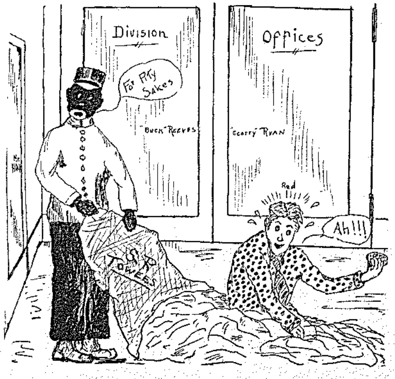
Jack Williams, the afternoon King of the woods, is still hanging around Rosenthall's watching for a sale of loud hosiery.

Maggie Kirby says she won't open any more letters that people bring around for her to read as she does not like mice.

At last the boys and girls of the Superintendent's office at Sacramento were able to fathom the mystery of the ability of "Lady Killer" Johnny Lane, bills payable clerk, to keep that "School Girl Complexion."

Recently the porter came around to Johnny's desk while the "Hitting Marvel" was away, on business of course, and took his towel. Johnny upon return was unable to locate his special beauty soap. "Where's my soap, who took that towel—I'll drop somebody." Thus the auburned headed Adonis departed in a hurried quest of the porter.

Locating him in the hall in front of Mr. Hack's office he snatched the large bag of soiled towels from the unsuspecting porter's shoulders and uncerimoniously emptied them upon the floor and proceeded to search wildly through the large pile to the absolute astonishment of the porter and several officials passing by.



T. A. Ryan's version of Johnny Lane scrambling through the office porter's towels in frantic search for his favorite bar of "complexion saving" soap.

Now we're all sure that Johnny is determined, at all costs, to retain that "Skin you love to touch." Our hero is just as proud of his beautiful auburn, curly hair and the very neat dressing he uses thereon, as he is of his batting average with the local sluggers.

Arthur F. Waugh, fuel oil clerk of Superintendent's Office, and Pauline Abernathy of the District Auditor's Office, stole away to Reno and were married there March 11. After a honeymoon spent in the southern part of the state Mr. Waugh and his bride have returned to Sacramento, where they will make their home. Their many friends wish them happiness and prosperity in their matrimonial venture.

Mrs. Charles Wood, nee Juanita Garner, was tendered a surprise shower at her home Thursday evening, March 15. The affair was in the nature of a St. Patrick's party and Mrs. Wood was the recipient of a number of beautiful and useful gifts which were presented to her in a large green hat. Seasonable refreshments were enjoyed. Those present were Mesdames Dorothy Keating, Velma McWard, Isabell Scriven, Irene White, Hilda Miner, Alma Skinner, Ellen Pembroke, Carlie Seymour, Audra Zimmerman, Anna Johnson, Marie Schmuch, Alice Beavers, Edna Davidson, Audrey Hulbert, Edna Palm, Mabel Borland, Genevieve Warren, Marion Balhorn, Agnes Nicklin, Isabel James, Nina M. Brown, Misses Marion Pitman, Varina Sawyer, Eunice Mines, Hazel Riley, Laura Consiglieri, Mary Phayer, Nell Bass, Adah Asbill, Josephine Rosatelli, Maurie Fisher, Marion Cusick, Lucy B. Murray, Thelma Frayne and Marge Savage.

Mrs. Agnes Nicklin, first comptometer operator, has taken a three months' leave of absence account of illness. Her many friends hope that she will return greatly improved in health.

Leslie R. Brubeck, enginemen's timekeeper, and wife, recently moved into a new home which they had built for them. It contains all of the latest features and is a credit to the owner. "Les" said he paid cash for it, money saved from his earnings, and his advice to the rest of the boys is to save their nickels and they will be able to do the same thing.

On March 7 Watch Inspector H. T. Harger gave a dance and card party at the Del Paso Country Club for employes of the Station Building offices at Sacramento. A large gathering attended and had a wonderful time. A number of door prizes and dance prizes were given by Mr. Harger.

PARK YOUR AUTO AND TRAVEL BY TRAIN, ADVISES MACHINIST

At the suggestion of Machinist Helper Millen of Dunsmuir a party of five recently decided to leave their automobile at that city and make the round trip to Dorris by train. Millen's well placed advice turned a bit of nice passenger business to the Company.

One of the groups of employes who keep traffic moving in and out of the busy terminal at Roseville. This is the train and yardmaster's force. Standing, left to right, C. L. Chatelain, trainmaster's clerk; E. F. Nassoiy, trainmaster; M. T. McCallen, manifest clerk; A. G. McManus, chief clerk; W. Freeman, P. F. E. clerk; Mrs. L. B. Murray, diversion clerk; G. O. Seward, crew dispatcher; J. B. Davis, yard checker; J. T. Ainsworth, agent, P. F. E. Kneeling, left to right—B. Bergantz, yard checker; W. Haggman, caller; R. F. Hickey, asst. chief clerk; Frank Naake, yard checker.

CHANGES IN SAFETY COMMITTEEMEN

Sacramento General Shops and Stores: Chas. W. Corbett, sheet metal worker, vice N. La Franco; R. Clifford, piper, vice A. Schmidt; S. P. Mazzio, boilermaker, vice H. H. Holmes; John Brevuely, blacksmith, vice G. H. Lofquist; T. Christy, machinist, vice C. M. Brown; H. Gutenberger, molder, vice M. Leary; L. E. Cate, electrician, vice F. Osterloh; A. J. Gilbert, car builder, vice D. W. Handley; G. W. Smith, wood worker, vice L. C. Hart.

Shasta Division: F. Wilsey, machinist, vice A. M. Sorenson.

El Paso General Shops and Stores: Oscar Gutsch, machinist, vice J. S. Salis; L. Bodine, boilermaker, vice M. R. Smith; H. C. Sarver, blacksmith, vice F. J. Gutsch; R. Mack, electrician, vice J. J. Mitchell; L. R. Douchouquette, sheet metal worker, vice H. C. Vandewater; J. F. Lane, coach carpenter, vice W. E. Furr; J. Fine, woodworker, vice J. Jacquin.

Rio Grande Division: J. A. Armstrong, conductor, vice H. R. Payne; F. M. Davis, section foreman, vice D. C. Farrel; B. F. Eaker, engineer, vice F. J. Chapman; A. J. Gilbert, roadmaster, vice T. Duggan; P. T. Knight, fireman, vice F. R. Benton; L. L. Laws, yardman, vice G. V. Watson; J. T. Rupert, brakeman, vice A. T. Ash; G. W. Smith, machinist, vice H. O. Fisher.

Los Angeles Division: A. J. Hewitt, engineer, vice C. W. Enz; P. C. Markley, fireman, vice H. J. West; F. Seutar, conductor, vice J. A. Herman; J. Galloway, brakeman, vice J. W. Higley; T. A. Barly, asst. yardmaster, vice F. Bournan; E. E. Ellis, yardman, vice T. J. Schaehleiter; R. E. Keller, asst. foreman, vice M. J. Lee.

Sacramento Division: O. Boyer, machinist, vice R. Jerpe; E. V. Otwell, electrician, vice W. T. Sharron; J. Caravella, yardman, vice C. W. Baldwin; J. D. O'Kane, yardman; vice F. Donham; W. N. McGinnis, engineer, vice R. M. Willey; R. C. Rasmussen, brakeman, vice M. Dains; S. D. Bryant, conductor, vice C. H. Brown; F. H. Croly, fireman, vice M. Foster; A. G. Pulos, section foreman, vice T. Absalom; C. G. Sebring, agent, vice R. B. Laidlow.

Portland Division: P. G. Vickers, agent, vice A. J. Gillette; R. H. Fegley, chief clerk, vice B. D. Van Court; Frank Van Dyke, lineman, vice H. E. Martinson; H. G. Boykin, yardman, vice C. D. Quinn; W. A. Deputy, yardman, vice J. A. Copeland.

Steamer: Arthur M. Skelton, ch. engineer, vice Phil Williams.

Portland Division: M. Ruff, conductor, vice Wm. Curtis; J. A. Zimmerman, engineer, vice S. E. Wall; H. G. Quenin, brakeman, vice D. H. Burcham.

Stockton Division: H. K. Hutchinson, lineman, vice J. M. Merrill.

Electric Division Takes Lead in Safety Work

For the year 1928 Safety Banners will be awarded on same basis as for the year 1927, one to the Steam Division and one to the General Shops showing the lowest number of reportable casualties to employes per million man-hours, and one to the East Bay Electric and Steamer Divisions provided reportable casualties to employes are less per million man-hours than the lowest steam division.

Below please find standing of Divisions and General Shops for the month of January:

Divisions	Number of Casualties	Man Hours	Casualties per Mil'n Man Hours	Rank
East Bay Electric		183,402		1
Salt Lake	2	743,855	2.69	2
Rio Grande	2	602,982	3.31	3
Sacramento	4	757,570	5.41	4
San Joaquin	4	578,877	6.91	5
Los Angeles	10	1,146,951	8.72	6
Portland	9	926,921	9.49	7
Steamer	4	313,588	12.75	8
Western	13	967,794	13.43	9
New Mexico	5	318,775	15.68	10
Stockton	6	372,615	16.10	11
Coast	20	1,237,451	16.16	12
Shasta	12	524,345	22.88	13
Tucson	15	635,651	23.59	14
		GENERAL SHOPS		
El Paso		133,655		1
Los Angeles	3	266,459	11.26	2
Sacramento	7	543,122	12.89	3

TOTAL OF 469 SUGGESTIONS MADE AT SAFETY COMMITTEE MEETINGS

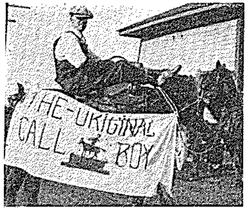
During February nine safety committee meetings were held, attended by 892 safety committeemen and visitors, 469 safety suggestions were discussed, 10 papers on accident prevention read by safety committeemen, and reports received to the effect that 2672 employes were talked to individually by safety committeemen on safety matters. Details are shown in the following statement:

Committee	Attd.	Sugs.	Talk by
Steamer Division..	17	50	Manuel L. Brista
Sacramento Gen. Shops & Stores.	39	48	Alik Diener John Brevuely
Los Angeles Gen. Shops & Stores.	17	27	H. H. Carrick
East Bay Elec. Div.	21	34	W. P. Van
San Joaquin Div..	132	42	G. L. Nelson
El Paso Gen. Shops & Stores.	20	137	L. R. Douchouquette
Coast Division ...	79	76	T. W. Roby
Tucson Division...	39	22	H. S. Fairbank
Rio Grande Div...	28	33	W. S. Ford

WIFE OF ENGINEER IS BOOSTER FOR SUNSET ROUTE

After returning to Los Angeles from a trip to New York via the Steamship Momus, and the Sunset Route from New Orleans, Mrs. P. J. Frantz, wife of a Los Angeles Division engineer, is a staunch booster for the "100 per cent Route." The impressive scenery in New York Harbor, the comfortable steamer accommodations and sociability found aboard the steamer, then the pleasant train ride through the South, completed a journey for Mrs. Frantz that will always bring forth her strong recommendations to her friends.

Carlin Call Boys



"Spark Plug" Orth, above, and "SpeedOmeter," below, who with "Wahbuck" Morgan, not in the picture, form the Jumbo Call Boys team at Carlin.

By A. J. Hoffman, *Imlay*

THE Call Boys at Carlin, Nevada, were recently turned into Jumbo Call Boys. P. N. Orth, at the time being relief clerk and better known around Carlin as "Spark Plug," inaugurated the new position with the fastest horse that could be found in the little city. In fact the horse is well known on many of the nation's race tracks as "speedOmeter."

There are no telephones connectinng the homes at Carlin, and only a few used by the Company. However, this does not cause any delay to trains. The pounding of "speedOmeter's" hoofs coming up the street is warning that someone is about to be called for train service. Likely "speedOmeter's" swiftness would beat telephone connections.

The Jumbo book, too, has been kept up to date by Mr. Orth, who is an excellent penman, and by J. P. Morgan, both having attended Burdett's College in the eastern hemisphere. Morgan is known among the employes at Carlin as "Wahbuck." He derived this name from the Piute Indians some years ago. He speaks quite fluently several Indian languages, including Piute, Shoshone, Washakee and Cherokee, signs and lingo.

Orth is known west of Carlin among the Piutes as "Winnemucca," which means "swift moccasin" among this tribe. He was given this name while on a visit to the tribe with Morgan, who is a great friend of the chief. Both Morgan and Orth attended the Frontier Day celebration with the tribe at Cheyenne.

General Offices, S. F.

N. Passur — Room 942 — M. Casey

Freight Protection Department

In addition to a defeat in the P. A. A. basketball tournament, the boys induced Manager Manning to umpire a back lot ball game and presented him with a beautiful lip, as result of a foul tip.

J. Raymond, otherwise known as Jimmie Higgins, has graduated from a painter to chief escort for a set of empty lug boxes. Heavy stuff!

Our C. A. Fountain is back on the job after being sick for the past two weeks. Wonder what cured him, the nurse or the balmy air of Marin?

What do you think? Brother "Feet Canepa" invested in a Chrysler and was fortunate enough to get pinched the first night out.

Inspector Allen, or as he is better known, "A. B. A.," is juggling tomatoes in Chicago, and writes how beautiful is California.

Inspector Powers is going to tour the Valley elucidating the how and why on loading and bracing fruits and vegetables.

With all this talk of Chevrolets and Fords looks like our genial Chief Clerk Higgins is going to invest

Watching D. J. Ryan these days would put one in mind of one of our financiers on a busy day.

The appreciation of the work done by the manager of the 145-pound basket ball team was cleary shown at the final game. Of course the little agreements between the players and chums helped to make it a successful season, as well as expressing their loyalty.

Disbursements Office

Can anyone lend me a pair of mittens? Oh! my socks are just soaked. Look out—here's a snowball coming—right on the back of my neck. Ooh, it's cold. I want to try some skis. Want a thrill? Try the toboggan. These and other like expressions are echoes of Tahoe. Many of the Espeeites from A of D went on the excursion and had such a good time that they'll never forget it. Now that the borrowed clothes have all been returned, and we have caught up in our sleep, and our pictures have been worn out with much handling, Tahoe is just a pleasant memory.

Speaking of pictures, it would seem that we have several up and coming movie stars among those present. We all photographed so well that it was hard to convince our relatives who we really were. Anyone wishing to know who the beautiful little blonde is, just inquire in Room 549.

Several of the A. of D. boys and girls journeyed to Crocker via stage on March 10 to cheer the basket ball teams along. It is hard to tell who were more excited or worn out when it came time to go home the spectators or the players. The games were unusually good and after tripping the light fantastic until midnight we departed homeward, all voting the evening a huge success.

While on the subject of basket ball, we would suggest that the girls have their suits intact before leaving home. One charming young lady nearly came to grief at a recent game by forgetting a most important part of her costume.

Miss Deasy is losing weight—not from playing the game, but from sitting in the side lines watching the others. She also wants to know what a vitamine is—can anyone enlighten Genevieve?

Lost—one black and white scarf with a blue stripe. Anyone finding same please return to Adree Stromberg. Poor Adree is becoming thin from worry and thinks she sees the lost article hanging from the flag pole on the Ferry Building. This was some of the borrowed finery for Tahoe, so we hope that someone found it, and will return it.

No tears were shed in the Calculating and Typing Bureau lately, Millie Shapiro's team won the basket ball game. Loud cheers!

The many friends of George Klee and Marion Leech have been offering congratulations. George and Marion were married on February 18, and are housekeeping in a charming little bungalow in the Sunset. A dinner set was given them by their friends.

When looking around for material for the Glee Club, we hope that Bill Garlich will not be overlooked. He's particularly good on "Sweet Genevieve" or "Sweet Adeline."

We notice that Buckwheat Cuneo smokes a couple more Wm. Penn cigars every day now. How come?

What is the attraction over at Prince's Sandwich Shop that seems to lure "The Keed" to lunch every day?

The back lot is showing signs of activity again, the boys and girls on the Indoor baseball teams having started their practice games. We'll soon be gathering 'round the teams at lunch time and after work to air our opinions of the umpire.

Eddie Maloney is away on sick leave. We wish him a speedy recovery and return to his desk.

You mean the boy with the black hat—I'll say he's nice.

Frank Cuneo, 8:12 every A.M. "Cheer up, everybody—we have only 7 hours and 58 minutes to go."

Bughouse Fables: Charlie Kermode, big stock and bond man, reading the Sporting Sheet.

Anyone wishing to know the difference between a chicken and a squab can be enlightened by asking Edna Nielsen.

Ice skating is becoming a very popular sport. The S. P. Club's party was enjoyed by many of our boys and girls and when it comes to fancy stuff, we just have to hand it to Miss Deasy and Walter Walker. Walter sure knows his ice. We also noticed Joe Corvin, Herman Radloff and Roy Pepin doing their stuff among the "pros."

Famous last words—Bill Wuerz: "What is it, dearie?" Bill McCarthy: "Oh no, ump., give us a break." Herman Radloff: "I can't make up my mind."

Engineering Department

Indoor Baseball is with us once again with all its knocks and boosts. Mr. Sweeney will not be with us this year as he has given the Valuation Department the benefit of his good right and left arms. But we have Sam Peterson for manager, Ed Van Zandt, captain, with a lot of hearty support from J. Lyons, J. Milne, F. Odgers, W. Corder, C. Fountain, A. Harris, C. Dull, Dan Love, C. Jensen, B. Summerville, P. Young and B. Harding in the box.

The S. P. Club is certainly doing marvellous things these days—and nights. Their Lake Tahoe was managed to perfection, their night at the Skating Rink was a great success and the Basketball meet on the 14th was a HOWLING event.

Mr. Lishman is eating from the mantel—he was skating that night. He cannot talk—he attended the basket ball fete. What a lady's man that Baby is.

Ali Yazdi with Rideout and Preston are working on a short story of the sea.

Mr. Van Zandt has his ears buried in the innards of a new seven tube Vada. He got WOOF very clearly the other night.

Mr. Moulthrop has a wonderful place in Redwood City. He is putting in a sunken garden which will make it one of the "show" places of the Peninsula.

Passenger Traffic Department

Claude Peterson got some new ones on his recent trip to Chicago. Claude asks: "What is the best way to prevent diseases caused by biting insects?" Answer: "Stop biting the insects."

William J. "Bill" Quinn, we understand, attends the bouts at National Hall, San Francisco, as a regular part of his program. He hopes to see someone lick an Englishman there some day.

S. P. Team Wins Indoor Baseball Title

By defeating the M. J. B. Indoor Team, champions of the National League, by the score of 8 to 1, the fast Southern Pacific team at San Francisco won their sixth straight game and the championship of the I. A. A. League. The game was featured by the pitching of "Duke" Cole and the wonderful support afforded him by his mates in the field.

During the season in six games played the S. P. boys scored 96 runs against 15 and had a comparatively easy time defeating the majority of their opponents. The scores for the season were as follows:

S. P. 6, American Can 2; S. P. 19, Fleischmann Co. 2: S. P. 30, Metropolitan Life 2: S. P. 19, Remington Rand 0: S. P. 14, American Trust 8: S. P. 8 M. J. B. 1.

The team consisted of Cole and James, p.; Radloff, c; Seib and De Mattei, 1st; McCarthy and Banchero, 2nd.; Carter and Corven, ss.; Wickman, 3rd.; Killian, Swift, Madden, O'Connor and Manager Anderson, outfielders.

Indoor baseball team of the General Office at San Francisco which recently won the Pacific Athletic Association title in that city. Standing, left to right—A. Wickman, V. Killian, R. James, J. Madden, R. Cole, H. Radloff, L. Anderson. Kneeling—E. DeMattei, W. Swift, E. Carter, J. O'Connor, J. Carven, and W. McCarthy. F. Seib and A. Banchero were not present for the picture.

Claire Weber is about the first to go on vacation. She and Anna Coleman are about to "do" the Grand Canyon, we understand.

Like the Northwest Mounted Police, Jerry Newhouse "got his man." Ask him.

Our girls say there will be no girls' indoor baseball team in this department this year. We should worry. We'll go and see the other teams at play. Why not a ladies' horseshoe team? There are eight courts, lots of room.

Freight Claim Department

"Ed" Hall was elected manager and Frank Rehm, captain, of the Indoor Ball Team. With that combination we can't lose.

"Mike" Daly has fully recovered and is back at work with only one complaint against our excellent Hospital service, that is, corned beef and cabbage are not served to patients on a diet. We are sorry "Mike."

"Gus" Gaynor has also returned to work and we can but congratulate him on his remarkable recovery.

E. J. Ryan is leaving for New York on his vacation in May. All information regarding points of interest, addresses of pretty girls and night clubs will be gratefully received.

Joe Hurley has fully recovered from his injuries received at Lake Tahoe.

"Monty," one of our "Golf Champs," and his partner, Frank Rehms, are making arrangements to tour all golf links on the Pacific Coast while on their vacation.

Our great fisherman, "Reg" Walker, has invited a chosen few of his friends to a fish dinner. The time to be set at a later date. Watch this space.

"Vin" Collins, an old "Has Been" ball player, tried again and struck out. Better umpire next time, "Vin."

Auditor of Miscellaneous Accounts

Why is Lloyd Prentiss so interested in basket ball lately? Ask Helen—she knows.

Olive Boardwell has announced to startled friends that she intends to become a flapper. And how!

The employes of this department, so thoroughly enjoyed themselves on the recent Lake Tahoe excursion, that their co-operation will not be lacking in any of the Club's future endeavors.

Anyone suffering from any complaint, regardless of its nature, is referred to Ed Jollner and his pills.

Motive Power Department

Norm Passur is back in the harness again.

Frank Leaver, head file clerk, was in the hospital for three weeks. He underwent an operation for appendicitis, but is now back looking fine.

Ray Hartman, one of the boys in Room 931, has been confined at the General Hospital for the past two weeks. Here's best wishes for a speedy recovery, Ray.

Don't ask what's the occasion for the big broad grin on Pop Moler's countenance. On the 2nd of March, a baby girl was born to his daughter. Pop now changes his title to "Grand-Pop" and is elated over the idea.

Kurly, Condon, Griff, Carr, Egan, Monaghan, Benetti, Connelly, Cronin, Bert and the several ladies of this department, who were fortunate to make the Tahoe trip, are loud in their praise of the S. P. Club and their able Committee—Bill Starling, Langheldt, Miss Butler and Dan Ryan.

We express our sympathy to Bert Luckhardt on the death of his mother, who was killed in an automobile accident, March 2.

Our old pal, "Charlie Eggleston" met with an accident the other morning coming off the boat, injuring his hip badly.

F. E. M. and E. J. C. were seen coming out of jewelry stores the other day. Well, I guess "It won't be long now."

The Motive Power team is having a work-out these days. Bradley, Benetti, Phil Young, three rookies, are showing up well in Spring training.

Leona Wedde, secretary to D. Wood, has been ill at her home for the past two weeks, but she is doing nicely now and will no doubt be back at the office soon.

Eddie Carter, erstwhile shortstop of the Motive Power regulars, and All-American choice of the past two seasons in Indoor baseball leagues, recently underwent an operation for appendicits at the General Hospital. Reports are that he is doing nicely.

The first work-out to loosen up the indoor baseballers was held March 12 and from present indications, Monaghan, Coll, Bradley and Demello will figure among the hitters this season.

Some more about the folks in Room 931.

Dr. J. C. Frohliger keeps track of all our wheels, tells us of his bees and how the honey heals.

Then there's Mildred Patterson, conscientious and true, has a little boy friend whom she loves to woo.

Thomas "T. J." Johnson, records our steel Armada, has his troubles now and then—he lives in Alameda.

Here's to Franklin Connelly, who sways from left to right, chases the vacant locals and pounds ivory most the night.

And now comes Thomas Whelan, joint evidence man you met, for a Minuet and Three-step, never gets up a sweat.

Next is Elmer Foxht, Chief of the A. R. A., lives in Alameda, and warbles a bit, they say.

Here's to Old Man Tichner, little but mighty, with a pocket full of stogies, he's there alrightie.

Then there's Harold Thompson, whose nationality you can guess, is working on the car desk, and worries more or less.

Valuation Department

The Valuation Department wishes to thank the Company officials and the S. P. Club for the outing held February 25 at Lake Tahoe. We believe it was the best ever held.

The Back-lot Ball League has been formed and the Valuation Department Club had one practice game in which Tom Harding and Huntley looked real good. The balance did fair but need more work-outs and more pep; the boys are inclined to lag, (guess it's the spring fever.)

Heard on the train from Upper 56, -7 and 8: "Avery, oh Avery, have you my tickets? Where's my cap, Avery? Avery, where's my other shoe?" 1:00 A.M. Saturday: "Avery, get us some sandwiches." (He's a wonder—that boy, and more power to him.)

Tomatoes challenges anyone to a race on skis and the old boy sure knows his onions.

We extend our sincerest sympathy to Ray Walford and family on the death of his father Saturday, March 3.

Auditor of Freight Accounts

The close of the bowling tournament found the number one team in third place with the number two team taking fourth place. "Jack" Roberts, number three, missed the cellar position but that was all. Jack has already started scouting for talent to strengthen his team for the coming season and would like to interview bowlers in the office. Only those capable of averaging over 113 need apply.

"Top" Sergeant Overman of the Foreign Legion reports a brisk demand for applications since the excursion to Lake Tahoe. "Hard Boiled" Hurley, the corporal in charge of the rookies, reports good progress in the process of making them tough.

Tuttle, of the Revising Bureau, has been keeping an eagle eye peeled for another shipment of loose feathers in bulk loaded on a flat car. "Tut" sure can penalize these careless shippers.

The office was thrown into a turmoil recently by a report that Miss Ann Anderson was seen on the streets of Fruitvale after 9:00 P.M. Investigation, however, proved that the rumor was absolutely false.

Auditor's Office

At last the mystery is solved. Bob Smallwood of 501 is about to take the final step and hitch into double harness for the rest of his life. Everyone was getting quite curious as to what was going to happen, because Bob had been a very happy man of late and very busy too, forsaking his billiards at noon to make phone calls.

It seems as though one of the boys in 530 forgot the cigars the other day. On February 18, "Beau" Chapman turned father of a charming little baby daughter and now he walks around with his chest swelled up like Bull Montana's.

The Auditor's Office was well represented on the trip to Crockett on March 10. Good time was had by all those who went. The basketball games were exciting. Although the boys' team suffered defeat, the girls made up for it by their stellar victory. Those of the Auditor's Office who attended were: Ethel Harrington, Eloyse Mathebat, Beatrice Puccinelli, Edouard Escalle, Arnold Wickman and last but not least His Eminence Walter "Looie" Wrixon.

Congratulations are extended to the S. P. Equipment Co. Bureau, where J. E. Crook and C. S. MacKenzie are each "a proud father" of a brand new baby daughter. Looks like daughters have 1928 monopolized in this office.

Leap Year, Women's Day—the Women have it, and it is with pride that the Auditor's Typing Bureau nominates itself to cooperate and aid in making this memorial year a success. Challenges are offered and inspections are invited, (but not responsible for injuries) lots of eligibles so it is up to the males to make themselves useful and call some of these challenges.

Speaking of names:—Dorothy Marohn is sartorially and commissarily sitting pretty since she married Dressen. It is impossible for Lefty to ever be right. And we maintain that Elsie Pierce holds the cleverness record of being unquestionably sharp. Eloyse Mathebat can't get away from being called Bathmat, but she certainly isn't all wet. Horticultural Department advises us that Bess is "Just a pretty flower from an old bouquet." And that Selma Gutfield accents the second syllable of her name. Also that Mary Ketler will soon be prepared to answer all queries as to how her garden grows, when she settles in that Little Gray Home in the West.

"Horses" Mortensen is quite proud since he became the father of a baby daughter.

Basketball team of the Southern Pacific Club at the General Office which has been playing in "C" Division of the San Francisco Industrial Athletic Association league. Right to left—Ethel Harrington, side center; Mildred Shapiro, forward (Captain); Halliett Mulqueen, guard; Maurice Henry, guard; Audrey Diamond, guard; Esther Chase, forward; Edith Allen, touch center; Elsie Gerlach, touch center.

D. C. Sullivan is back on the job after a prolonged illness in the General Hospital.

"Dynamite" Welter ought to be given a steam roller or a snow plow to drive instead of that Chrysler, then he might evade a few smash-ups.

Freight Traffic Department

Charlie Benbow says he would like to meet the young lady from Tia Juana who sent him a postcard a few weeks ago. Evidently the belles of all nations know Charlie.

Freight Traffic team in indoor baseball is going to be hard to beat. Let's all be down in the back lot and watch them do their stuff. Those who live on the east side of the bay can miss a boat or two.

Mrs. Reilly, nee "Smiling Loraine," was seen purchasing a can opener recently. Don't lose it, Loraine, or there won't be any supper.

Burt Combs' little son was over to see his daddy the other day. Probably was making a touch for a few quarters.

Bobby Rodenberger now answers to the name of "Papa." Did you know that a baby girl was the cause of Bob's big smile lately?

Be as it may, Herb Sweeney says that Les Moore's name is very inconsistent. Less and more.

For the benefit of those in the office who have families please be advised that Joe Coakley purchased a car recently and you may wish to warn your dear ones to stay off the streets after 5:05 P.M.

We have been warned not to quote Pa Sullivan any more in The Bulletin. You are not angry with us, are you, Pat?

Ag. Murray says it might not be true, but she has heard of a Scotchman who licks his eyeglasses after eating grapefruit.

Car Record Office

The winter sports party at Tahoe was decidedly a success. Courteous, comfortable, flawless train service, luxurious accommodations at Tahoe Tavern, the joy and thrill of living a day all too short in the snow capped wonderland of California—all this was bestowed upon the hundreds who beckoned to the call of the Company's hospitality.

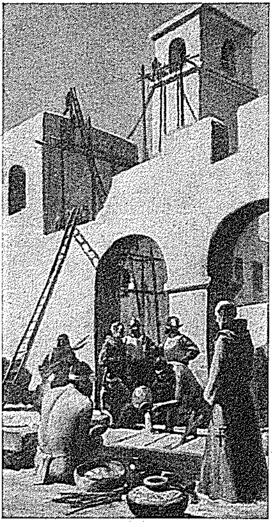
Many attended from the Car Record Office, including the following: Martha Brennecke, Alyce Gilmour, Evelyn Schomberg, Frances George, Esther Chase, Ruth Brossard, Frances Baylis, Lyle Randolph, Della Garner, J. L. Ayden, Angus McBain, Henry Flemer, Chas. A. Larson and Ray Bates.

Cupid has numbered E. Beatrice Richards among his victims. She was married on February 26 at the First Congregational Church of Alameda to Allen Jones of that city.

Maree L. Wallace spent Washington's birthday visiting friends in Los Angeles, San Pedro and vicinity.

Elizabeth McBain, genial lassie from Scotland's shores, celebrated her birthday on March 17. We are quite sure the color scheme at the party was fittingly carried out in the emerald hues appropriate to that day.

Sunset Trail of Padre and Conquistador is the SUNSET ROUTE of today



Old Spain brought civilization into the American Southwest with sword and cross. Her crumbling Missions, built from one to two centuries ago, dot the Sunset Route from San Antonio clear to San Francisco.

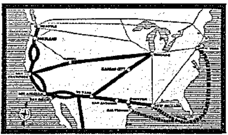
SUNSET ROUTE of today with its "Sunset Limited," famed round the world, and its "Argonaut," another fine train daily, follows the Sunset Trail of yesterday—pathway of the Spanish friars, grim-visaged captains and early-day explorers.

Anza, with the colonists who founded San Francisco, trod that path in 1776. Every mile is historically significant. Every mile is scenically interesting. The old life and the new—prehistoric structures, crumbling Missions, typical western ranches and virile modern development crowd for attention.

You can board comfortable Southern Pacific steamship at New York for New Orleans, "100 golden hours at sea" (berth and meals included on steamer). Or cross the Old South to New Orleans by rail. Tarry in New Orleans, picturesque city that has lived under five flags. Thence continue across Louisiana, Texas with its Magic Valley of the lower Rio Grande, the picturesque Southwest (with its Apache Trail Highway of Arizona—a recommended one-day side-trip by motor stage), and on into California via Phoenix and famous Salt River and Imperial Valleys.

Four great routes to the Coast

Yet Sunset Route is but one of four great Southern Pacific routes to the Coast. Each follows a natural pioneer pathway of historic interest, the best natural route in its territory. You can go west by one of four routes, return by another, and see the whole Pacific Coast. Only Southern Pacific offers this choice. Stop over anywhere. In addition to Sunset Route:



GOLDEN STATE ROUTE, the direct line via Kansas City between Chicago and Los Angeles, San Diego and Santa Barbara. Operating daily the fast "Golden State Limited," one of the fine trains of America, the "Apache" and the "Californian."

OVERLAND ROUTE (Lake Tahoe Line), straight across the mid-continent, Chicago to San Francisco via Ogden, across Great Salt Lake by rail, over the Sierra Nevada, past Donner Lake and American River Canyon. Operating daily the "San Francisco Overland Limited," unsurpassed for speed and appointments; the "Gold Coast Limited" and the "Pacific Limited."

SHASTA ROUTE, to San Francisco via Portland, for travelers via northern lines. Operating daily the "Cascade," a train of unusual appointments, the "Shasta," the "Oregonian" and the "West Coast." Choice of two scenic lines through Oregon and California.

Distinctive dining-car service at moderate prices is a feature of the twelve trains daily on these four routes.

Southern Pacific agents are in most large cities. They will help you plan your trip, attend to reservations and otherwise assist.

Write your name and address in margin and mail to E. W. Clapp, Traffic Manager, Dept. C-3, Room 1022, 310 S. Michigan Blvd., Chicago, for illustrated folder, *"How Best to See the Pacific Coast."*

Southern Pacific

This is the third advertisement of a campaign being conducted by Southern Pacific in a large group of national magazines.